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FIFTEENTH ANNUAL REPORT

OF THE

BOARD OF RAILROAD COMMISSIONERS.

JANUARY, 1884.

BOSTON :
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Part I.

COMMISSIONERS' REPORT.

Commonwealth of Massachusetts.

The Railroad Commissioners respectfully submit their Fifteenth Annual Report.

RAILROAD CONSTRUCTION.

During the year ending Sept. 30, 1883, there were constructed the following additional miles of railroad in this State : —

Milford, Franklin & Providence	4.600
Nantucket	1.000
	<hr/>
Total	5.600
And there was a decrease in the number of miles, by a re-measurement on several, and a change of line on one road, of	1.802
	<hr/>
Additional miles	3.798

MILEAGE OF RAILROADS.

The total length of railroads belonging to the corporations making returns to this Board was 2,782.903 miles of main line and branches, of which 825.537 were provided with double track. Last year the total length was 2,778.445 miles, with 749.918 miles of double track; showing an increase of 4.458 of total length, and 75.619 miles of double track. The total length of sidings was 1,109.129 miles, as against 1,047.072; showing an increase of 62.057 miles. The total length of track, considering double track and sidings as so much additional single track, is 4,717.569 miles, as against 4,575.435 of last year; the increase being 142.134 miles. Of the whole amount there are in this State, of main line 1,953.258 miles, of

double track 587.299, and of sidings 799.246 miles, being a total of 3,339.803, as against 3,256.725 miles of last year; showing an increase of track in this State of 83.078 miles.

COST OF ROADS.

The average cost of standard-gauge roads is returned at \$60,850.28 per mile; the cost of equipment per mile operated averages \$6,250.39, —making the average cost of a standard-gauge road, with equipment, \$67,100.67. The cost of narrow-gauge roads averages \$29,634.00 per mile, and \$6,853.03 per mile additional for equipment.

NUMBER OF CORPORATIONS.

Returns were received from sixty-five corporations, — a net decrease of two. The New York & Boston Inland has been added to the list, and the Lee & Hudson and Ocean Terminal have been dropped, the charters of these two roads having expired. The Middlesex Central has been consolidated with the Boston & Lowell.

CAPITAL STOCK AND DEBT.

The aggregate capital stock was \$122,367,572.27, a decrease of \$608,689.99, resulting from the decrease of \$3,073,100.00 from the consolidation of the Boston, Clinton, Fitchburg & New Bedford with the Old Colony; a decrease of the Middlesex Central of \$280,000.00, the road being purchased by the Boston & Lowell, and a decrease in the Lowell & Framingham of \$4,600.00, and also from the expiration of the charters of the Lee & Hudson with \$235,284.99, and the Ocean Terminal with \$2,000.00 of capital stock. On the other hand, there has been an increase of the Old Colony of \$2,714,820.00, the Milford & Woonsocket of \$17,475.00, the Milford, Franklin & Providence of \$70,000.00, the Providence, Webster & Springfield of \$30,000.00, and the Boston, Revere Beach & Lynn of \$97,000.00. The New York & Boston Inland has obtained a charter with a paid-up capital stock of \$50,000.00.

The net debt of the companies — the gross debt less cash assets — amounts to \$72,933,290.93, an increase of \$1,019,484.93. On the other hand, the cash assets of all the railroad companies of the State have increased to the amount of

\$965,305.01. The returns for the last seven years are as follows:—

YEARS.	Stock.	Net Debt.
1877,	\$118,170,201 03	\$52,914,825 15
1878,	119,045,229 92	52,646,056 24
1879,	118,390,938 88	55,755,418 06
1880,	118,738,871 58	59,172,520 25
1881,	122,155,614 12	64,850,890 76
1882,	122,976,262 26	71,913,806 00
1883,	122,367,572 27	72,933,290 93

GROSS INCOME.

The total gross income of these corporations for the year is \$43,380,387.63, an increase of \$2,534,017.53; being an increase of 6.2 per cent.

The following table gives a comparison for six years:—

YEARS.	Gross Income.	Increase from Previous Year.	Per cent. of Increase.
1878,	\$29,053,008 76	—	—
1879,	30,312,964 54	\$1,259,955 78	4.3
1880,	35,140,374 77	4,827,410 23	15.5
1881,	37,764,395 83	2,624,021 06	7.5
1882,	40,846,370 10	3,081,974 27	8.1
1883,	43,380,387 63	2,534,017 53	6.2

The total expenses—including rents paid—of all the corporations amounted to \$32,479,907.71, an increase of \$2,535,740.56. The net income was \$10,900,479.92, being a decrease of \$1,726.03. The passenger earnings were \$20,602,289.13, an increase of \$1,035,014.42 over the year 1882, when they amounted to \$19,567,274.71. The freight earnings were \$21,033,511.26, an increase of \$1,506,416.72, or nearly 8 per cent. over those of last year, which amounted to \$19,527,094.54.

The local passenger earnings were \$13,652,320.69, an increase of \$972,686.18 over the figures of last year, which were \$12,679,634.51. The through passenger earnings were \$5,245,265.19, an increase of \$82,943.77 over the amount for last

year, which was \$5,162,321.42. The express, mail, and other earnings included in total passenger earnings, as given above, amounted to \$1,704,703.25, being a decrease of \$20,615.53, this item having been, in 1882, \$1,725,318.78. The local freight earnings were \$10,861,206.85; in 1882 they were \$9,955,675.74, showing an increase of \$905,531.11. Through freight was \$10,-104,560.63, against \$9,408,552.43, an increase of \$696,008.20.

The income from all other sources of the freight department amounted to \$67,743.78, as against \$162,866.37, a decrease of \$95,122.59. The following table gives the earnings in strictly railroad business during the past ten years:—

YEARS.	Total Transportation.	Decrease or Increase from Previous Year.	Percentage.
1873-74,	\$33,165,594 77	—	—
1874-75,	31,494,865 19	\$1,670,729 58	5.04
1875-76,	29,855,800 39	1,639,064 80	5.24
1876-77,	28,931,987 62	923,818 87	3.10
1877-78,	28,003,236 41	928,751 21	3.21
1878-79,	29,152,829 02	1,149,592 61*	4.10*
1879-80,	33,661,822 69	4,508,993 67*	15.40*
1880-81,	35,936,302 87	2,274,480 18*	6.75*
1881-82,	39,094,369 25	3,158,066 38*	8.79*
1882-83,	41,635,800 39	2,541,431 14*	6.50*

The following tables show the passenger and freight earnings for the past ten years, and the comparative amount of passenger and freight mileage during the same period:—

YEARS.	Passenger Earnings.	Freight Earnings.
1873-74,	\$15,872,687 15	\$16,053,447 08
1874-75,	15,566,780 83	14,610,208 15
1875-76,	14,531,719 36	14,086,146 69
1876-77,	13,489,208 95	14,234,677 72
1877-78,	12,949,970 76	13,782,724 66
1878-79,	13,035,047 44	14,813,337 69
1879-80,	14,532,368 06	17,741,746 39
1880-81,	17,328,495 48	18,607,807 39
1881-82,	19,567,274 71	19,527,094 54
1882-83,	20,602,289 13	21,033,511 26

* Increase.

Passenger and Freight Mileage.

YEARS.	Total Passenger Mileage.	Total Freight Mileage.
1873-74,	684,875,870	597,085,805
1874-75,	655,615,588	579,868,983
1875-76,	639,592,115	628,577,176
1876-77,	605,544,855	684,810,604
1877-78,	593,060,781	715,480,187
1878-79,	616,871,131	806,064,933
1879-80,	708,645,422	959,429,750
1880-81,	788,422,761	1,080,802,796
1881-82,	892,321,207	1,130,070,652
1882-83,	943,245,658	1,220,824,418

The increase of passenger mileage — or passengers carried one mile — for the year amounts to 50,924,451. The increase of freight mileage, or tons of freight carried one mile, amounts to 90,753,766. The total number of passengers carried was 61,530,747, showing an increase of 5,662,053 over the previous year. The whole number of tons of freight carried was 20,202,881, as against 19,061,164; showing an increase of 1,141,717 tons.

EARNINGS PER MILE OF ROAD.

The average sum earned on each mile of main track and branch operated was \$12,946.46; or, computing double track as additional single track, the average per mile was \$10,055.88. The average earnings per mile, on the eight roads of standard gauge terminating in Boston, was \$13,358.60, being an increase of \$630.18 per mile.

COST OF OPERATING.

The following table shows the cost of operating the roads during the past ten years, and the percentage of operating expenses, not including taxes, as compared with gross receipts: —

YEARS.	Cost of operating per Mile of Road.	Percentage of Operating Expenses to Gross Receipts.
1873-74,	\$9,947 90	69
1874-75,	9,329 38	70
1875-76,	8,836 40	69
1876-77,	8,494 18	68
1877-78,	7,319 51	69
1878-79,	6,576 75	65
1879-80,	7,786 00	68
1880-81,	8,146 15	68
1881-82,	8,603 10	69
1882-83,	9,192 56	71

GROSS AND NET INCOME.

The total gross and net income of all the corporations for ten years, and the percentage of gross and net income compared with the permanent investments, were as follows:—

YEARS.	Total Gross Income.	Percentage to Permanent Investments.	Net Income.*	Percentage to Permanent Investments.
1873-74, .	\$34,632,483 54	20.0	\$10,703,301 70	6.2
1874-75, .	32,589,485 68	18.0	9,646,651 16	5.4
1875-76, .	31,007,448 32	18.3	9,546,820 80	5.6
1876-77, .	30,008,513 74	17.7	9,344,088 38	5.5
1877-78, .	29,053,008 76	17.0	9,232,811 98	5.4
1878-79, .	30,312,964 54	17.5	10,154,013 86	5.8
1879-80, .	35,140,374 77	19.5	11,191,815 53	6.2
1880-81, .	37,764,395 83	19.9	10,701,751 60	5.6
1881-82, .	40,846,370 10	20.5	10,902,202 95	5.5
1882-83, .	43,380,387 63	21.8	10,900,479 92	5.4

The net income of 1882-83 was earned by the several corporations in the following proportions as compared with their permanent investments:—

17 companies with	\$9,912,000	permanent investment	had no net income.
14 " "	39,497,000	" "	" 3½ per ct. or less.
13 " "	14,868,000	" "	" 3½ to 5½ per ct.
10 " "	71,953,000	" "	" 5½ to 7½ " "
5 " "	27,687,000	" "	" 7½ to 9½ " "
5 " "	34,982,000	" "	" 9½ to 12½ " "
64 companies †	\$198,899,000	" "	" net income ‡ of 6.4 per ct.

* Gross income less total expenses and rents.

† Troy & Greenfield not included.

‡ Rents not deducted.

DIVIDENDS.

The total amount of dividends paid was \$6,379,721.10, an increase of \$108,581.24 over last year. Of the 63 corporations, 34 paid dividends varying from 2 to 10 per cent. The following table shows the amount paid in dividends by all the corporations for ten years, with the percentage to capital stock, and also the amount of interest paid: —

YEARS.	Amount paid in Dividends.	Percentage to Total Capital Stock.	Interest paid.
1873-74,	\$6,988,170 85	6.11	\$2,791,572 28
1874-75,	6,733,670 93	5.97	3,152,862 45
1875-76,	8,858,509 49	4.95	3,704,698 38
1876-77,	5,429,183 31	4.60	3,437,026 53
1877-78,	5,589,927 40	4.68	3,126,925 34
1878-79,	5,264,431 78	4.30	3,172,990 59
1879-80,	5,987,718 64	5.05	3,423,752 25
1880-81,	6,287,866 82	5.15	3,748,292 55
1881-82,	6,271,139 86	5.10	4,291,222 59
1882-83,	6,379,721 10	5.21	4,756,085 23

AMOUNT OF BUSINESS.

The annual passenger and freight movement on all the roads, for ten years, appears in the following tables: —

YEARS.	No. of Passengers Carried.	No. of Passengers Carried One Mile.	Average Distance Travelled.
1873-74,	42,480,494	681,875,870	16.00
1874-75,	42,139,671	655,615,588	15.30
1875-76,	41,133,229	639,592,115	15.55
1876-77,	38,450,823	605,544,855	16.00
1877-78,	37,318,427	593,060,781	15.85
1878-79,	39,217,634	616,871,131	15.73
1879-80,	45,151,152	708,645,422	15.70
1880-81,	49,834,491	788,422,761	15.82
1881-82,	55,868,694	892,321,207	15.97
1882-83,	61,530,747	943,245,658	15.33

YEARS.	Tons Freight Carried.	Tons Freight Carried One Mile.	Average Distance each Ton was Carried.
1873-74,	12,014,812	597,085,805	49.75
1874-75,	11,072,312	579,868,983	52.25
1875-76,	11,327,502	628,577,176	55.48
1876-77,	11,910,663	684,810,604	57.40
1877-78,	12,186,545	715,480,187	58.65
1878-79,	14,401,877	806,064,933	56.00
1879-80,	17,221,567	959,429,750	55.70
1880-81,	17,971,072	1,080,802,796	60.14
1881-82,	19,061,164	1,130,070,652	59.29
1882-83,	20,202,881	1,220,824,418	60.43

The miles run by passenger and freight trains, and the total miles run by all trains for the past ten years, were as follows : —

YEARS.	MILES RUN BY—		
	Passenger Trains.	Freight Trains.	All Trains.
1873-74,	9,887,001	9,298,817	20,247,549
1874-75,	10,149,520	9,206,054	20,265,737
1875-76,	10,439,856	9,464,471	20,605,854
1876-77,	10,479,546	9,967,200	20,811,041
1877-78,	10,301,893	9,266,252	21,438,329
1878-79,	10,792,629	8,974,993	22,755,910
1879-80,	11,350,716	9,809,975	24,975,392
1880-81,	12,413,290	10,398,539	27,205,783
1881-82,	13,636,169	10,598,126	29,052,800
1882-83,	14,244,658	11,382,154	31,150,823

COST OF RUNNING TRAINS.

The average cost of running trains one mile during this year on all the roads reported, has been \$0.949. The cost on running each train mile for the past eight years was as follows : —

Cost per Total Train Mile.

1875-76,	\$1.041	1879-80,	\$0.902
1876-77, . . . .	.980	1880-81, . . . .	.810
1877-78, . . . .	.884	1881-82, . . . .	.863
1878-79, . . . .	.845	1882-83, . . . .	.949

The following table shows the cost for five years per total train mile to each of the leading corporations of the State :—

	COST PER TOTAL TRAIN MILE.				
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Boston & Albany,	\$0.761	\$0.963	\$0.887	\$0.920	\$1.003
Boston & Lowell, . . . .	.771	.833	.866	.857	.830
Boston & Maine, . . . .	.841	.870	.879	.923	.964
Boston & Providence, . . .	.964	1.044	1.066	1.268	1.275
Eastern, . . . . .	.721	.775	.806	.867	.838
Fitchburg, . . . . .	.821	.915	.859	.890	.887
New York & New England,	.835	.846	.816	.850	.922
Old Colony,	1.065	.940	.945	1.005	1.008
Connecticut River, . . . .	.970	1.130	1.051	1.019	.998
New York, New Haven & Hartford, . . . . .	.978	1.055	1.059	.983	.981
Providence & Worcester, . .	.887	1.030	.946	.988	1.026
Worcester and Nashua, . . .	.757	.838	.839	.902	.912

The cost of certain specified items of train service per total train mile for the last six years is divided as follows :—

	1878.	1879.	1880.	1881.	1882.	1883.
Repairs of road-bed, . . .	\$0.105	\$0.100	\$0.109	\$0.117	\$0.125	\$0.133
of bridges, . . . . .	.029	.026	.017	.020	.017	.024
of rails, . . . . .	.034	.025	.027	.032	.028	.030
of locomotives, . . . .	.051	.045	.056	.057	.061	.066
of passenger cars, . . . .	.056	.057	.069	.081	.096	.092
of freight cars, . . . .	.097	.091	.150	.144	.141	.138
Wages, . . . . .	.291	.281	.270	.211	.279	.287
Oil and waste, . . . . .	.010	.009	.010	.010	.011	.011
Fuel, . . . . .	.104	.096	.109	.122	.121	.124
Totals,	\$0.777	\$0.730	\$0.817	\$0.794	\$0.879	\$0.905

The earnings for each revenue-train mile, for each passenger-train mile, and for each freight-train mile, on twelve of the principal roads in the State during the past five years, are given in the following tables :—

	EARNINGS PER TOTAL REVENUE-TRAIN MILE.				
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Boston & Albany, . . .	\$1.345	\$1.487	\$1.394	\$1.496	\$1.638
Boston & Lowell, . . .	1.560	1.655	1.677	1.655	1.674
Boston & Maine, . . .	1.577	1.658	1.678	1.697	1.709
Boston & Providence, . .	1.513	1.600	1.712	1.860	1.833
Eastern,	1.600	1.560	1.605	1.637	1.648
Fitchburg,	1.243	1.479	1.378	1.451	1.532
New York & New England,	1.248	1.475	1.420	1.485	1.320
Old Colony,	1.560	1.598	1.609	1.697	1.668
Connecticut River, . . .	1.640	1.812	1.876	1.821	1.855
New York, New Haven & Hartford,	1.982	2.052	2.066	1.878	1.804
Providence & Worcester, .	2.032	2.059	1.918	1.977	2.013
Worcester & Nashua, . .	1.265	1.327	1.341	1.420	1.440

	EARNINGS PER PASSENGER-TRAIN MILE.				
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Boston & Albany, . . .	\$1.791	\$1.880	\$1.826	\$1.863	\$1.990
Boston & Lowell, . . .	.999	1.063	1.044	.947	1.047
Boston & Maine, . . .	1.404	1.513	1.454	1.508	1.513
Boston & Providence, . .	1.353	1.386	1.463	1.601	1.563
Eastern,	1.410	1.447	1.417	1.469	1.458
Fitchburg,	1.055	1.032	.984	1.087	1.132
New York & New England,	.881	1.010	.949	1.050	.988
Old Colony,	1.376	1.430	1.407	1.517	1.477
Connecticut River, . . .	1.141	1.218	1.286	1.290	1.253
New York, New Haven & Hartford,	1.815	1.885	2.033	1.970	1.821
Providence & Worcester, .	1.480	1.490	1.440	1.454	1.555
Worcester & Nashua, . .	1.051	1.091	1.170	1.128	1.093

	EARNINGS PER FREIGHT-TRAIN MILE.				
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Boston & Albany, . . .	\$1.176	\$1.324	\$1.201	\$1.283	\$1.433
Boston & Lowell, . . .	3.120	3.400	3.654	3.874	3.547
Boston & Maine, . . .	1.984	1.962	2.205	2.112	2.145
Boston & Providence, . .	1.916	2.163	2.364	2.501	2.579
Eastern,	1.992	1.750	1.950	1.940	1.998
Fitchburg,	1.391	1.845	1.732	1.807	1.892
New York & New England,	1.904	2.286	2.281	2.095	1.652
Old Colony,	1.923	1.888	1.969	1.999	1.997
Connecticut River, . . .	2.822	3.090	3.017	2.788	3.066
New York, New Haven & Hartford,	2.338	2.380	2.119	1.730	1.775
Providence & Worcester, .	2.609	2.643	2.462	2.559	2.513
Worcester & Nashua, . .	1.517	1.534	1.470	1.681	1.749

FARES AND FREIGHTS.

The four following tables show the average fares on all roads, the average fares and freights for eight years on the leading roads, and the change in average rate of freight on seven roads since 1865:—

Average Fare on all Roads in the State.

1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
\$0.0240	\$0.0240	\$0.0240	\$0.0212	\$0.0224	\$0.0220	\$0.0200	\$0.0201

Average Fares for Six Years.

	FARES.					
	1878.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany, . . .	2.24	2.14	2.08	1.97	1.99	2.08
Boston & Maine, . . .	1.96	1.93	2.06	1.99	1.95	1.97
Boston & Providence, . .	1.90	1.80	1.80	1.95	1.96	1.88
Old Colony,	2.10	2.00	2.00	2.14	2.00	2.00
Boston & Lowell, . . .	2.06	2.04	1.92	1.88	1.67	1.94
Fitchburg,	1.99	1.90	1.89	1.82	1.71	1.77
Eastern,	2.26	2.05	1.97	1.93	1.88	1.82
New York & New England,	—	2.15	2.12	2.25	2.09	2.06
Connecticut River, . . .	2.75	2.61	2.59	2.53	2.48	2.36
New York, New Haven & Hartford,	2.29	2.26	2.02	1.80	1.81	1.98
Providence & Worcester, .	2.36	2.37	2.33	2.24	2.12	2.14
Worcester & Nashua, . .	2.94	2.90	2.78	2.69	2.79	2.74

Average Freights for Six Years.

	FREIGHTS.					
	1878.	1879.	1880.	1881.	1882.	1883.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
Boston & Albany,	1.13	1.11	1.20	1.04	1.07	1.20
Boston & Maine,	2.25	2.49	2.33	2.43	2.35	2.24
Boston & Providence, . . .	2.50	2.27	2.44	2.77	2.83	2.83
Old Colony,	3.70	2.69	2.90	2.99	3.04	3.16
Boston & Lowell,	3.41	3.35	2.95	3.13	2.60	2.98
Fitchburg,	1.60	1.30	1.37	1.26	1.18	1.19
Eastern,	2.33	2.19	1.94	2.06	2.03	1.92
New York & New England, .	—	2.89	2.86	2.20	1.77	1.38
Connecticut River,	4.00	3.50	3.35	2.99	3.07	3.04
New York, New Haven & Hartford,	3.07	2.36	2.10	1.79	1.98	1.89
Providence & Worcester, . .	2.90	2.97	2.85	2.80	2.78	2.96
Worcester & Nashua, . . .	2.72	2.30	2.02	2.22	2.29	2.34

Average Rates of Freight, 1865 and 1883.

	Rate 1865. Cents.	Rate 1883. Cents.	Per cent. of 1883 to 1865.
Boston & Albany,	3.90	1.20	31
Boston & Maine,	4.58	2.24	49
Boston & Providence,	4.38	2.83	64
Eastern,	4.40	1.92	44
Connecticut River,	6.20	3.04	49
Fitchburg,	4.10	1.19	29
Old Colony,	3.20	3.16	99

STEEL RAIL.

During the year, 308.228 miles of steel rail were laid, as against 331.239 laid last year, making the whole amount now laid 2,774.431 miles; being nearly 77 per cent. of the total of main line, including double track. The amount of steel rail laid each year for six years is shown in the following table: —

	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Steel rail (miles), .	172	179	284	154	331	308

ROLLING STOCK.

The increase in the number of locomotives during the year has been 64, and of passenger cars, 132; mail and baggage cars have increased 19; freight and miscellaneous cars have increased 1,626.

The following table shows the amount of rolling stock returned for the last seven years:—

	1876-7.	1877-8.	1878-9.	1879-80.	1880-1.	1881-2.	1882-3.
Locomotives, .	1,013	1,017	1,070	1,103	1,161	1,222	1,286
Passenger cars, .	1,446	1,397	1,451	1,512	1,568	1,658	1,790
Mail and baggage cars, .	354	395	401	403	432	463	482
Freight cars, .	17,292	18,469	19,509	21,986	24,502	26,382	28,008

EMPLOYEES.

The average number of persons employed by the railroad corporations was 29,844, being 2,441 more than in the year before. The following table shows the number employed for each of the past eight years:—

1875-76, . . .	18,854	1879-80, . . .	21,615
1876-77, . . .	19,063	1880-81, . . .	25,490
1877-78, . . .	19,043	1881-82, . . .	27,403
1878-79, . . .	19,453	1882-83, . . .	29,844

The whole number employed by all the corporations making returns to this Board is 33,385.

STREET RAILWAYS.

Returns were received from 29 street railway companies. During the year one has been dropped from the list, — the Union. The aggregate capital stock is \$7,524,700.00, being an increase of \$523,120.00; their gross debt has also increased \$19,494.71, and now amounts to \$4,431,666.94. The aggregate of stock and gross debt is now \$11,956,366.94.

One corporation made a dividend of 22 per cent., one of 10, two of 9, six of 8, one of 7, eight of 6, one of three; while nine declared no dividends.

The average rate of dividend on the total amount of capital stock was 5.8 per cent.; and the net earnings (interest deducted) amount to 4.6 per cent. on the aggregate of capital stock and gross debt.

The whole length of track, including branches, sidings, and double track, amounts to 305.746 miles; being an increase of 8.281 miles. The average cost was \$20,499.35 per mile for permanent way, \$9,922.10 for equipment, and \$10,655.32 for land and buildings; making a total cost of \$41,076.77 for each mile of road owned. The number of round trips was 2,291,990, an increase of 64,047 over the previous year; with a mileage of 15,337,504, an increase of 655,977. Passengers were carried to the number of 88,229,796, being an increase of 4,306,219 over the number carried during the preceding year. The number of passengers carried on the street railways exceeded the number on the steam roads by 26,699,049.

The gross income was \$4,583,042.53, an increase of \$88,084.88. There was an increase of net income of \$143,911.11; and a decrease of dividends paid amounting to \$17,367.00.

The average amount received for the conveyance of each passenger was 5.20 cents, and the average cost of carrying each person amounted to 4.33; the net profit to the companies being 0.87 cent, against 0.63 cent as compared with last year. The average cost of a round trip was \$1.67, with a profit of 33 cents, being an increase of 9 cents over last year.

The whole number of horses was 8,418, being an increase of 482; the number of cars was 1,762, showing an increase of 110 and the number of other vehicles was 134. The number of persons employed on street railways was 3,541, being an increase of 40 over last year. The number of accidents reported was 55, of which five were fatal. The number injured the previous year was 49; six of whom were killed.

GRADE-CROSSINGS.

The number of crossings of railroads and highways at grade, according to the returns, is 2,143, of which 651 are protected by gates or flagmen, or both. The number of such crossings as

reported is variable, as it is difficult to say of many whether they are public crossings or not.

Since the last report the Board has assented to one grade crossing over the Boston & Maine Railroad in Lowell, by Taylor Street, no other mode of crossing being feasible. One was granted on the Old Colony Road in New Bedford, where an existing crossing is abolished, and one on the E. J., &c., Road in Winthrop, under like circumstances. Two also were granted in Winthrop to the B. & W. R. R. in cases where public necessity and the public wish demanded such crossings; and one over a disused highway in Braintree was granted to the Granite Branch of the O. C. R. R. The Board also assented to the widening of Warren Avenue in Boston where it is crossed by the Fitchburg Railroad. In the other cases that have come before the Board, petitions for crossings at grade have been refused.

ACCIDENTS.

Appendix C gives a table of railroad accidents in Massachusetts during the railroad year, resulting in death or serious injury. The whole number reported as injured was 524, being 110 more than the number for the year ending September 30, 1882. Of these, 61 were passengers, the number last year being 27. The number of persons killed was 191 against 163 for last year. Of this number, 15 were passengers, 14 of whom died as the result of accidents caused by their own misconduct or negligence. One was killed without such negligence while riding as a favor on a freight train in violation of rule, but in accordance with a practice known to the managers of the road. It may, therefore, be said, that no passenger riding in a passenger train has been killed during the year except from his own fault.

The number of employees injured, not fatally, was 203; the number killed was 62. The corresponding numbers for 1881-82, were 142 and 56. These accidents to employees are reported as follows:—

While coupling or uncoupling cars,	86
By train accidents,	13
By falling from train,	55
By overhead bridge,	14
By various causes,	97
Total,	<u>265</u>
Of these, 192 were train men.	

These figures, as usual, include all the accidents reported during the year ending September 30, 1883. The official reports in Appendix G, embrace train accidents that have occurred since the date of the last annual report up to the date of this. The Board has in this followed its former practice of reporting all important casualties and all other matters of interest while the facts are fresh. But the figures given and used for comparison in each annual report, refer only to accidents returned for periods of twelve months ending on the last day of September prior to the time of the report.

The returns of the number of employees injured, unexplained, do injustice to some of the railroad companies. There is evidently a great diversity of practice in making these returns, some corporations reporting the slightest cases and others only giving the more serious ones. And it is not possible to secure uniformity in this respect as something must be left to the discretion of the persons making returns.

The number of killed is a definite matter; and it will be seen that there is no such disproportion between the numbers killed on the different roads as appears in the numbers returned as injured. The best basis for a comparison is the freight mileage of each railroad, as most of the accidents to employees occur in the handling of freight, and they would naturally bear a close proportion to the amount of freight business. A few comparisons on this basis will help to correct the false impressions given by the tables. The following is compiled for that purpose. The comparison necessarily includes all freight-train miles, whether in or out of Massachusetts, and therefore the number of employees killed on the whole road is given in each case.

ROAD.	Freight Train Miles, including Freight Train Switching.	Number of Employees Killed.	Proportion of Deaths to Freight Miles.
Fitchburg,	1,371,367	4	1 to 340,000 +
Boston & Albany,	3,582,822	13	1 to 275,000 +
Old Colony,	1,289,855	6	1 to 215,000 +
Eastern,	1,185,061	6	1 to 197,000 +
Boston & Maine,	762,586	4	1 to 190,000 +
Boston & Providence, . . .	297,385	2	1 to 148,000 +
Boston & Lowell,	703,777	7	1 to 100,000 +
New York & New England, .	1,867,249	28	1 to 66,000 +

It is hardly necessary to say that such a table as the above, compiled from the returns of a single year, by no means shows the comparative mortality of employees on the different railroads. A long term of years would be necessary for that. Its only purpose is to correct the wholly incorrect estimate that would be formed by a mere comparison of the number returned as injured on each road. The tendency of such a comparison would only be to condemn unjustly those that had been most scrupulous in reporting slight casualties.

The great number of accidents that are due to the coupling and uncoupling of freight cars, continues to be a subject of regret. It is probable that the number returned as 86 should be increased by adding some of the 97 which are stated as resulting from various causes. The Board has more than once called attention to the subject with the hope that something might be done to lessen the amount of suffering and death arising from this cause, but it has been impossible, hitherto, to procure legislative action. The Board acknowledges now, as before, the difficulty that attends legislation upon this subject, and the fact that the adoption of life-saving devices in one State only diminishes the number of accidents, while the freight cars of other States are, as they always must be, freely used upon its roads. We have never ventured to recommend any movement except a gradual one affecting only cars that should

be renewed or repaired. But it has seemed to us that a partial improvement is better than none, and that even to save a percentage of the limbs crushed and the lives lost is worth an effort.

We have also recognized the fact that no device should be approved which would not work well with every other approved device, and especially with the old link and pin. And inventors also have recognized this, and have always presented couplers that could be so used.

It has also been hoped that when such a Commonwealth as Massachusetts should join Connecticut, which has the honor of leading in this humane movement, its example might have weight with other States. It is perfectly true that everything cannot be accomplished until more than thirty legislatures have acted in this matter, but to us this has seemed to be a reason for prompt action, rather than for waiting until the other thirty shall have legislated with one accord. It has seemed to the Board an unsound argument that one State should do nothing, because it cannot do all. And the natural tendency of such an argument is to throw upon Congress the duty of legislating for the protection of train hands engaged in inter-state commerce. For many reasons it seems to us better that the desired end should be obtained by the harmonious action of State governments, rather than by the intervention of federal authority.

One reason for delay that has hitherto been urged with some success, has been the hope that the Master Car Builders' Association would agree upon some one standard freight coupler which would be adopted by all the railroad companies of the country, and so prevent the necessity of legislation. But the annual meeting of this Association for 1883 has been held without any advance toward an agreement upon this subject; and it seems to remain in the same condition in which it stood, when, in 1874, a report in favor of automatic couplers was made by F. D. Adams, Esq., the excellent Master Car Builder of the Boston & Albany Railroad, then acting as chairman of the committee on that subject, and in 1875, when another report was made by him recommending the adoption of some self-coupler.

Since that time, thousands of brakemen have been killed or

mained in the United States for want of self-acting couplers. While the builders deliberate the brakemen perish.

Reliance has been placed on the action of this justly respected Association because its selection of a standard height for draw-bars was so readily adopted. But it should be remembered that the adoption of a standard height cost nothing. Uniformity was clearly desirable, but it did not involve the purchase of a patent-right or the rival claims of inventors. In the selection of an automatic coupler the question is complicated by conflicting interests, and in its adoption the obstacle of cost is a serious one. It is probable that the freight coupler question will never be satisfactorily settled until the law of liability of employers to employees has been thoroughly revised. The working of a just law covering this whole subject would be likely to supersede the necessity for special legislation as to couplers or draw-bars.

The number of trespassers killed during the year was 93; the number injured, not fatally, 54. Of the whole number, 112 were unlawfully on the track, and 33 were unlawfully in the cars. Only 3 are reported as suicides.

The number injured at highway crossings was 29; the number killed was 15. Of the whole number, 44, the number injured or killed at crossings with gates or flagmen was 18. The number at crossings not so guarded was 26.

Among the train accidents, 9 were rear collisions, resulting in 4 injuries and 1 death. Ten were butting collisions, resulting in 9 deaths and 36 injuries. In all, there were 19 collisions with 10 fatal injuries and 40 not fatal. Twenty-five derailments occurred, killing 1 person and injuring 14. Collisions with vehicles at crossings numbered 22, resulting in 2 fatal injuries to persons and 19 not fatal.

The Board has continued its practice of sometimes investigating accidents where the law did not absolutely require investigation, because they did not result in fatal injury. Such inquiries, when the accident has been caused by an unsafe method of operation, often prove very instructive and tend to prevent fatal accidents.

The amount of damages for personal injuries paid this year by the eight roads of standard gauge terminating in Boston, is \$138,580.33.

TRAIN ACCIDENTS IN THE UNITED STATES.

The record of accidents in the United States reported monthly in the "Railroad Gazette" is given in the Appendix.

A summary of the tables there printed shows :—

The whole number of train accidents,	1,641
Whole number of persons killed,	475
of persons injured,	1,798
of accidents causing death to persons,	258
of accidents causing injury to persons,	387
of accidents causing no injury to persons,	996

A comparative statement for eleven years is as follows :—

FOR THE YEAR ENDING SEPT. 30.	Total Number of Train Accidents.	Total Number of Persons Killed.	Total Number of Persons Injured.	Total Number of Train Accidents causing Death.	Total Number of Train Accidents caus- ing Injury only.
1873,	1,344	346	1,381	—	—
1874,	987	201	740	131	179
1875,	1,179	227	1,052	138	225
1876,	954	219	939	154	221
1877,	947	313	1,230	132	226
1878,	779	200	689	106	143
1879,	843	182	751	100	165
1880,	937	246	961	121	197
1881,	1,481	438	1,644	235	320
1882,	1,332	385	1,467	224	284
1883,	1,641	475	1,798	258	387
Total,	12,624	3,232	12,652	1,599	2,347

It will be noticed that there is a great increase in the number reported under each head.

ACCIDENTS IN GREAT BRITAIN AND IRELAND.

The number of accidents in the United Kingdom, as published in the report of the Board of Trade for the year ending December 31, 1882, was as follows: Whole number of persons injured, 4,601; persons killed, 1,121. Among these were 1,739 passengers injured and 127 killed. The number of employees injured was 2,576, and the number killed was 553. The number of persons killed at grade crossings was 72. Two hundred and forty-four trespassers were killed and 62 were reported as suicides. The number of employees injured while coupling and uncoupling cars was 429, and the number killed was 34. In addition to the numbers returned as above, 4,367 persons were injured and 42 were killed upon railroad premises by accidents not resulting from the movements of cars or engines.

During the six months ending June 30, 1883, the whole number of persons injured was 2,047, the number killed, 553. Among the injured were 709 passengers, and among the killed, 60 passengers. Two hundred and seventy-four employees were killed and 1,178 were injured. The number of persons killed at grade crossings was 34; the number of trespassers killed was 128, and the number reported as suicides was 32. And in addition to the above numbers, 1,974 persons were injured and 31 were killed by accidents not resulting from the movements of locomotives or cars.

Comparing the records of 1882 for the United Kingdom with those of this State for our railroad year 1882, we have the following result:—

Fatal accidents to passengers on the railroads of the United Kingdom,	127
Passengers injured,	1,739
Fatal accidents to passengers on the railroads of Massachusetts,	9
Passengers injured,	18
Miles run by passenger trains in the United Kingdom, . . .	132,183,809
Miles run by passenger trains in Massachusetts,	13,636,169

Thus it appears that while the English passenger trains run between 9 and 10 times as many miles as ours, they killed between 13 and 14 times as many passengers. The number

killed and injured, as compared with the number carried, is as follows : —

In United Kingdom, number of passengers carried, . . .	655,477,613
In Massachusetts, number of passengers carried, . . .	55,868,694
Killed in United Kingdom,	1 in 5,161,241
Killed in Massachusetts,	1 in 6,207,632
Injured in United Kingdom,	1 in 376,927
Injured in Massachusetts,	1 in 3,103,716

Season-ticket passengers are included in the above numbers ; but it may be observed that in Great Britain only the actual passages of such passengers are given, while in Massachusetts the full number of passages authorized by the season tickets is given. If only the actual passages of season-ticket passengers were given, the showing would be a little less favorable to this State.

In United Kingdom, by train accidents, passengers killed, . . .	18
“ “ “ “ “ injured, . . .	803
In Massachusetts, “ “ “ killed, . . .	1
“ “ “ “ injured, . . .	3
In United Kingdom, from their own want of caution, etc., passengers killed,	109
In Massachusetts, from their own want of caution, etc., passengers killed,	8
In United Kingdom, from their own want of caution, etc., passengers injured,	936
In Massachusetts, from their own want of caution, etc., passengers injured,	14

A large proportion of this class of accidents in Great Britain, may, perhaps, be attributed to the construction of the coaches with side doors, as 12 killed and 645 injured are reported “ from falling on to the platforms, ballast, etc., when getting into or out of trains.”

Of employees, there were killed or injured while coupling or uncoupling cars, 463, the killed numbering 34, and injured, 429.

The number of these accidents, fatal and otherwise, in Massachusetts, was 60.

Here, as has been already stated, most of these accidents occur in the freight service, and probably most of them do in

Great Britain. By a comparison of the freight business, it will be seen that the number of this class of accidents in Massachusetts is very much larger in proportion than in Great Britain.

In Great Britain the freight train miles are	123,098,604
“ “ the number of tons carried,	256,215,838
In Massachusetts the freight train miles are	10,598,604
“ “ the number of tons carried,	19,061,164

This great disproportion calls for inquiry to show the cause of comparative immunity from this class of accidents on the part of English brakemen as contrasted with ours.

Of trespassers, there were in the United Kingdom, killed, 244, injured, 155
 “ “ “ in Massachusetts, “ 76, “ 57

Miles of road in the United Kingdom,	18,457
“ “ in Massachusetts,	2,778

With miles of road there more than six times as many, and total train mileage eight times as great as here, the number of trespassers killed was but little more than three times as many, and the number injured not three times as many. Considering also the dense population, the facilities for getting killed by trespassing on railroads are not nearly so great there as here.

It should be added that the comparison of the number of persons injured is of very slight value, as it is evident that the English returns are fuller, probably because slight injuries are reported there, of which no account is taken here. But there is no reason to suspect inaccuracy as to the number actually killed. The chief defect that detracts from the value of the comparison, is the want of English returns showing the number of passengers carried one mile.

It is still true that in this State no prosecution of an employee for guilty negligence resulting in a fatal accident, has ever resulted in final judgment against the offender. Judging from the past, it is doubtful whether legal conviction and punishment will ever follow such an offence. Protection must be sought from other means than the action of courts.

INCREASED COST OF OPERATION.

The apparent increase in the average cost of operating the railroads of this State requires explanation. According to the returns, the cost of running each train-mile has increased from \$0.810 in 1880-81, and from \$0.863 in 1881-82, to \$0.949 in 1882-83, being just 10 per cent. This apparent increase is largely due to the fact that permanent improvements have been charged by certain companies to expense account. The diversity of practice in this matter by different railroad companies has heretofore been a matter of comment by the Board; and power was given it by law to supervise the system of railroad book-keeping, so that uniformity might be secured, and with the hope that an examination of the returns would show the true condition of the several railroad companies, and also their comparative condition. And during this year the accountant has personally examined the books and accounts of every corporation operating a railroad in the State.

It has been a subject of remark here and elsewhere that complete uniformity of railroad returns has not been attained in this State, and that the companies vary widely in their method of closing accounts.

One reason why the Board has been slow in calling the attention of the companies to this irregularity has been their reluctance to interfere with the conservative policy which errs on the side of safety, by charging to expense what is more properly chargeable to construction. This policy is certainly one that is not likely to result in any injury to the interests of stockholders.

On the other hand, the less prosperous companies cannot be called upon to adopt a technically incorrect method of keeping accounts, by charging to operating expense what is really construction.

But while uniformity has not been secured, and perhaps cannot be expected, it is possible to avoid being misled, to the injury of the public, who have rights that are affected by the cost of operating the railroads in this Commonwealth.

When the question of reasonable fares and freights arises, then the true amount of "operating expenses" concerns not only the managers and the stockholders, it concerns also the

whole community, because the cost of operating a road is one factor in determining what are reasonable rates.

In the returns of the Boston & Albany Railroad Company, for instance, the amount which is charged as operating expenses, viz., \$1.013 per train-mile, is swelled by including in the total the sum of \$634,400 for permanent improvements. Allowing for these, a deduction of \$0.112 should be made from the estimated cost per train-mile, reducing it to \$0.901. In regard to items exceeding \$500,000, the directors say in their report to the stockholders:—

*“The cost * * * would ordinarily be charged to construction; but the business of the year showed such a large net revenue that the board decided to charge all expenditures of this character to operating expenses.”*

And they add also that “quite a large sum has been expended for other than ordinary repairs.” This sum exceeds \$200,000, but in our computation above we have omitted one considerable item; which was properly reported to the Board.

We refer to this corporation not because its charge per train-mile is the highest, but because it is high, considering the large number of miles run; because it shows a large increase over last year's cost, and because the admirable frankness of the report to its stockholders shows just how the result was reached.

THROUGH BUSINESS.

Tables showing the receipts of flour and grain by the various railroads and otherwise have been furnished by the courtesy of E. J. Howard, Esq., secretary of the Board of Trade, and we are once more indebted to the Collector for an account of the domestic exports from the port of Boston. To these figures may be added those from the annual report on foreign commerce, by the Bureau of Statistics, which show that the total imports and exports of Boston were about \$135,000,000, exceeding those of the last year by nearly \$3,000,000. The domestic exports are due wholly to railroad improvements; and it cannot be doubted that only by her facilities for exporting the city has retained and increased her importing business. Thus the capital of Massachusetts retains her place as second,

although with a long interval, among the commercial cities of the Union. And while there is rivalry between the various lines that connect the West with our chief harbor, there is business enough for all; and the people of the State would be sorry to see any one of them crippled in its endeavors to secure a great through traffic.

The report of last year contained a suggestion that Massachusetts railroads connected with the Hoosac Tunnel should have the most liberal facilities for connecting with foreign railroads, and for establishing transportation lines beyond the limits of this State. Legislation, if it should be found necessary to that end, was then recommended; and the recommendation is now respectfully renewed.

RECENT LEGISLATION.

The railroad companies of the State whose bonds had been certified irregularly have ratified and confirmed them according to the provisions of chapter 7, 1883.

So far as is known, the provisions of chapter 32, as to fares paid on a train, have been complied with by all the companies to the satisfaction of passengers, and without any trouble to the managers.

Chapter 65, amending section 15 of Public Statutes, chapter 103, was made necessary by the decisions of certain magistrates, that the power of railroad and steamboat police ended with the term of office of the appointing power; and this view seemed to be sustained by a decision of the Supreme Court. The new act provided also for swearing such officers. The authority of railroad police, with other matters, was discussed in a circular issued January 16, 1883, and now printed in the appendix.

Chapter 102 was also the result of decisions by magistrates, apparently correct, declining to punish persons who disturbed the occupants of cars by disorderly behavior and by indecent speech. It increases the number of offences punishable in this State, but it was demanded and is sustained by public sentiment.

Chapter 117 gives to the Board a power already possessed by the county commissioners, to order gates or flagmen at grade-crossings. The law differs from that conferring this authority

upon the county commissioners, because they can only act upon petition of the town or city officials, while the board apparently may proceed upon their own motion to give notice and take jurisdiction. Under this statute five cases have come before the Board. In three the application for the erection of gates was granted; in one a decision was rendered unnecessary, because the railroad company voluntarily took the action desired; and one petition was dismissed, because the same question was pending before the county commissioners, to whom application had been made two years before.

In two cases — one at Holyoke and one at Hyde Park — the question was raised whether it was necessary to show that the place crossed by the railroad had been legally laid out as a highway or town way. In each case the Board had no hesitation in deciding that it was only necessary to show that it was a largely travelled place, following the decision of the Supreme Court in an analogous case (as to warning boards) in *Whittaker v. Boston & Maine Railroad*, 7 Gray, 98.

Chapter 125 repeals the portion of the color blindness law requiring re-examination every two years. This change was made with the full approbation of the experts in color blindness, one of whom claims that he procured this alteration of the law. Whatever may be thought of this amendment it is evident that the law should be supplemented by great care on the part of railroad managers, because the experts, who think one examination enough for an employee's lifetime, also state that color blindness may be brought on at any time (1) by disease, (2) by intemperance, (3) by the excessive use of tobacco. As to the first-named source of danger, it is naturally a matter of care, when a railroad employee has recovered from a long illness, to learn whether his eyesight or other faculties are impaired. The second cause need not be considered, for intemperate men are not wanted on railroads, and are not employed in operating railroad trains. But no class of men are, as a class, exempt from the habit of using tobacco, nor wholly free from the chance of using it to excess.

Chapter 243 only imposes upon railroad corporations that would have been liable for injuring an employee, a penalty in case of his death. It does not make the company liable unless the person killed was in the exercise of due care, nor does

liability accrue if he was injured by the negligence or wrong of his fellow-employee.

Two applications have been made under chapter 265 of the acts of 1882, known as "the exigency act." Each petition was for a short branch of a completed railroad. And the Board held, as was intimated in last year's report, that the intent of the legislature is that the act should apply to such cases notwithstanding the clause in section four: "Nothing herein shall affect any existing provisions of law regarding the location and construction of branch railroads."

The wisdom of the legislature in enacting that no man shall be deprived of his property for the purpose of railroad construction without his consent until it has been decided by a disinterested tribunal that public good requires it, has been fully vindicated this year. A railroad, which was built in disregard of the wishes of the people and of the local authorities, has collapsed so utterly that even the land-owners have not been able to obtain their damages, and the operation of the road has been forbidden by injunction. It is notorious that this railroad would not have been constructed if the Board, which was compelled by law to grant the route, had been at liberty to refuse it. The new legislation referred to grew out of this transaction, but was too late to save stockholders, bondholders or land-owners from loss and annoyance.

The argument in favor of unrestricted construction of railroads has been, that the willingness to build was the best proof of exigency; that capitalists would not risk their money unless the public needs called for a road, and that an unnecessary and unprofitable railroad was a thing impossible, at least in this community. It would seem that this argument had been refuted in advance by railroad history. But this fresh experience makes this particular railroad valuable as an illustration of facts and of a principle that ought to have been settled long ago.

THE CHARTER OF THE CAPE COD SHIP CANAL COMPANY .

refers several matters specifically to the judgment of this Board; and in addition subjects the corporation to all general laws relating to "railway corporations," meaning of course railroad

corporations, so far as they are applicable, except as provided in the charter. Some of the questions that have already come before the Board are discussed in opinions printed in the appendix. But in applying more than two hundred sections of railroad legislation to a specially chartered canal company, it is probable that many questions will arise as to which provisions of general law are "applicable," and which are excepted under the special provisions of the charter. Some of these points must be decided by the legal tribunals unless they are made clear by legislative amendments.

SIGNALS AT GRADE CROSSINGS.

The Fitchburg and the Old Colony Railroad Companies have availed themselves of the provisions of the clause in section 162, chapter 112, which allows a discontinuance of the stops required at the grade crossing of two railroads when a system of interlocking or automatic signals has been adopted by the railroad companies and approved by the Board. Such a system has been placed at their crossing in Fitchburg. It is unnecessary to describe it fully, as it resembles in the main the system at Walpole, at the intersection of the Old Colony and the New York & New England railroads, which was described in our report of last year. Improvements in detail have, however, been introduced since the Walpole signals were constructed, and are regarded with great satisfaction by the managers of the roads and by others, who are interested in the perfection of electric signals. Similar systems are to be placed at intersecting points on various railroads in this State, promoting safety and relieving managers and passengers from the annoyance of unnecessary delays.

SUNDAY TRAINS.

For the first time a public hearing was had, this year, upon the question of authorizing a train to be run on the Lord's day. No good reason nor any demand for the running of the proposed train was shown, and many good reasons were furnished against it. The Board therefore refused to grant the petition, and have received much undeserved praise for so doing.

Because of the importance of the questions involved, and

because of the general misapprehension as to the law and as to the duties of this Board, the decision is given in the body of the report.

ON PETITION OF HOUSATONIC RAILROAD COMPANY FOR A SUNDAY TRAIN.

To the Honorable Board of Railroad Commissioners for Massachusetts :

The Housatonic Railroad Company requests your board to give them permission to run through trains on their road in the county of Berkshire on the Lord's day.

HOUSATONIC RAILROAD Co.,
By W. H. BARNUM, *President.*

JUNE 28, 1883.

Two petitions in aid were presented, and the railroad company had received petitions and remonstrances. The law is as follows : " The Board of Railroad Commissioners may authorize the running upon any railroad of such through trains on the Lord's day as in the opinion of the Board the public necessity and convenience may require, having regard to the due observance of the day." Sect. 15, chap. 98, Pub. Stats.

The hearing, after being fully advertised, was had at Great Barrington on July 17, and was largely attended, chiefly by opponents of the petition from various towns in southern Berkshire.

The only witness for the corporation was Mr. Barnum, its president, who stated that he desired the new train only as an adjunct to the milk train of five cars which now runs (without leave and without complaint) from Pittsfield at 2 P. M., every Sunday. This compels four train hands who go up with the cars and the cans on Saturday evening to spend the night at Pittsfield, away from their homes, while with the proposed arrangement they could spend Saturday night at home. His other reason for the petition was that the milk train was unprofitable, while this train could probably be made remunerative if it was allowed to pick up passengers. Trains had been run on two Sundays, but had been withdrawn in consequence of opposition.

The remonstrants opposed the petition ably and earnestly,

chiefly upon moral and religious grounds. It was stated, and not denied, that nine-tenths of the business men in Lee objected to the movement; and the summer residents in Berkshire especially protested against it.

A powerful and learned argument was made in favor of the petition, including not only citations of law but many quotations from eminent theologians of different countries and ages. In the view which the Board have taken in this case we have not been obliged to consider theological points. Under the laws of Massachusetts the matter is a simple one. The abstract questions that have been discussed are fortunately far beyond the jurisdiction of this Board.

Legal authorities were quoted tending to show that the running of railroad trains was in and of itself lawful, without regard to their business. If this were true, this application would be unnecessary. But this is not the law of Massachusetts.

In the case of *Day v. Highland Street Railway Company*, decided May, 1883, by the Supreme Court of this State, it was held that it was unlawful to run a horse car on Sunday for general travel, although it passed by several churches and accommodated worshippers at those churches, and was called a church car. In announcing the decision Judge Colburn says:—

“The whole evidence in the case shows that this car was being run for substantially the same purposes and from the same motives that horse cars are usually run on secular days—for the purpose of accommodating the public generally and earning money from whoever might see fit to travel upon it. And we are of opinion that a car so run was run in violation of law, though some of its passengers may have been lawfully travelling.”

“We do not intend to decide that a horse car may not be so run on Sunday as to come within the exception of the statute, and be employed in a work of necessity or charity. We only decide in this case that there was no evidence which would warrant a jury in finding that this car was run for considerations of necessity or charity, and that the jury should have been so instructed. We cannot hold that the mere fact that some of the passengers on the car were lawfully travelling rendered the running of the car lawful.”

This shows that while a train or a car may be run in such a way and for such a purpose as to make it legal, the running of a train for general purposes is unlawful.

Two statute provisions forbid the running of railroad trains on the Lord's day in Massachusetts. One forbids the doing of "any manner of labor, business or work, except works of necessity or charity." The other forbids travelling, with a like exception.

The necessity spoken of does not mean physical necessity. "A case in which any man is physically obliged to travel can hardly be imagined. But a moral fitness or propriety in travelling, under the circumstances of any particular case, may be deemed necessity." So the law was declared by Chief Justice Parsons in *Commonwealth v. Knox*, 6 Mass. 76. And the decision was cited with approval by Chief Justice Bigelow, 9 Allen, 118. And in *Hamilton v. Boston*, 14 Allen, 475, the court, construing the law as to travelling on Sunday, says: "We are of opinion that a person walking with a friend on Sunday evening, less than half a mile, with no apparent purpose of going to or stopping at any place but his own home, much less of passing out of the city, and no object of business or pleasure except open air and gentle exercise, is not guilty of travelling or liable to punishment."

To justify the Board in permitting the running of a Sunday train, under chapter 98, section 15, it is not requisite to show "necessity," even in this qualified sense. "The public necessity and convenience" are the words of the statute. And the intention was to modify the law so that upon mixed considerations of necessity and convenience a through Sunday train might be authorized. No law was needed and no consent of the Board is needed to justify the running of a train which is a work of "necessity." Two hundred and fifty trains (more or less), as appears from House Document No. 93, 1882, are run on Sunday without any application to this Board, and without any complaint to this Board. And we have never had occasion to inquire into the circumstances under which they are run.

In deciding the question of convenience, we are to balance against the demand the objections from inconvenience; and in considering the "things that are not convenient," as in construing the whole law, we are directed to have "regard to the

due observance of the day." It is true, as the counsel for the corporation has said, that the State cannot compel anybody to go to meeting. But the State can protect those who desire so to do, and can secure to others the rest for which, as well as for worship, the day has been set apart.

It is hard to imagine a place and time where more disturbance, direct and indirect, would be caused than by a train entering Sheffield a little after eleven o'clock in the morning, passing through the other villages on the Housatonic, and reaching Pittsfield a little after noon.

The question is, whether a demand has been shown which warrants the Board in authorizing such a Sunday train. The rule forbids these trains. To justify one it must be proved to be an exception. The legislature, when they amended the law in 1881, did not intend to repeal the Lord's day statutes as to railroads; nor did they intend to delegate the power to repeal or to nullify them. They did not propose to "put the conscience of the State into commission." They did see that circumstances might warrant and demand a Sunday train, and they authorized the Board to decide, upon proof of those circumstances, whether such a demand existed. To authorize a Sunday train on an abstract argument against Sabbath observance, without proof of any demand for the train, would show disregard of the spirit of the law, and would be a breach of trust.

In this case there is no question of live animals brought from a long distance, and needing a few hours after midnight of Saturday to reach a place where they may be cared for properly. Nor is this a case where passengers over a long route must encroach a little upon Sunday morning in order to reach their homes and spend the day with their families. No case, such as might exist, has been shown of a community remote from a place of worship suited to their faith and needing railroad facilities in order to reach one. In such circumstances the law, which recognizes the right of pastor and people to ride to church, would give a strong claim for accommodation, to be balanced against the inconvenience resulting from granting it. There is no plea that business men or workingmen are to be carried from a crowded city to places where they may find pure air and rest. No city is near enough to contribute any passen-

gers for this train. In each village on the route there are fields and woods where the people may, under the decision of our courts, enjoy "open air and gentle exercise" without violation of law and without the aid of a railroad. There is no claim that New Yorkers are to join their families in the country.

It was shown that business men in New York can now leave their counting rooms on Saturday at three o'clock (the hour of closing) and reach Berkshire at night. To use this train they must start at an excessively early hour for the sake of reaching the Housatonic Valley at noon.

Not only has no one asked for this, but several residents of New York who are summer residents in Berkshire protest against this train for themselves and in behalf of many others — fifty in one house — whom they represent. They say that they come here for repose of body and mind ; that one charm of the valley is its quiet Sabbath ; that Sunday trains, with their usual concomitants, would destroy it, and that even one Sunday train would impair it.

To those who say that this is "only a matter of taste," it is enough to reply that if this were true, the taste of those who desire a quiet Sunday is as much entitled to protection as the taste of those that desire to have its monotony broken by a Sunday train ; that the law yet unrepealed favors the choice of those who desire quiet on the Lord's day ; and lastly, that this class have made their wishes known to the Board, and the other class have not.

Finally, the controlling fact in the whole case is, that not one man in the State has said that he expects or desires to use the proposed train as a passenger or in any other way. It is true that petitions signed by good names have been presented, but the petitioners do not say that they want the train for their own use. Their signatures can easily be explained by a general desire to have what other sections of the State enjoy ; by a wish to express "liberal views" on the Sunday question, and by a kindly feeling toward a well-managed and deservedly popular railroad company. But it is a striking fact that, after full advertisement and general discussion, not one man has come up to say that he wants the train, and to tell us what he wants it for. The notoriety of the hearing, and the general interest which brought more than forty business men and

farmers from Lee in a busy season to remonstrate, did not bring a man from any town in the county, not even from Great Barrington, where we met, to say that he needs the train. In fact, considering the relation of these towns to each other, it is hard to imagine any general necessity or desire that could be served by a train starting from Sheffield for Pittsfield a little after eleven, with a chance to return at two. A few straggling passengers might be found, who could as well go on some other day, but this is not a demand of necessity or convenience.

The only hint as to any considerable travel came from the remonstrants, who said that when the train was proposed, several young men of Lee prepared to use it, because liquor was sold in Pittsfield and not sold in Lee. It need not be said that the petitioners do not ask for a right to accommodate any such travel. But they have specified no class likely to use the train, and after the hearing we doubt whether they would be desirous of forcing it, if they could, upon an unwilling community.

We are sorry for the discomfort of the four employees who are supposed to be detained from their families on Saturday nights. But their hardships do not so outweigh the inconveniences of the proposed train as to call for its establishment, which, among other evils, would disturb a much greater number of railroad employees in their enjoyment of Sunday privileges.

The Board finds that it has not been shown that public necessity and convenience require that the proposed train should be run on the Lord's day, and the petition is disallowed.

JULY 19, 1883.

The publication of the Housatonic decision was followed by many appeals to the Board requesting it to stop the operation of certain Sunday trains. The answer to a letter requesting an injunction to restrain a railroad company from running trains to a "Spiritualist Camp Meeting" at Lake Pleasant will further show the position of the Board and illustrate the general misunderstanding in regard to it. It is as follows:—

AUGUST 7, 1883.

DEAR SIR:—Yours of August 6, is received, asking the Board to issue an injunction against the running of a Sunday train on the New Haven & Northampton Railroad. In reply I would say,—

1. No tribunal in this State except a court has power to issue any injunction.

2. This Board has no power to forbid the running of Sunday trains. We have power to permit, but authority to permit differs from authority to forbid. We can refuse to permit, but that is not forbidding. This great power has not been entrusted to us.

3. If you believe that any train is run illegally you can prosecute the company or any train-hand before any criminal court or before any magistrate. Passengers are also liable, unless travelling from necessity or charity.

4. The Supreme Court of this State have held that a meeting of Spiritualists might be regarded by a jury as a religious meeting which it was lawful to attend on the Lord's day. *Feital v. Middlesex Railroad Company*, 109 Mass. 398.

5. Whether this would justify the company cannot be decided until the question arises with all the facts.

6. No application has been made by that company for permission to run a Sunday train. If such application is made, a public hearing will be had with full notice—at some point in the Connecticut valley.

I have answered fully because frequent inquiries are made on the subject and great misapprehension prevails as to the law and as to the authority of this Board.

An extract is also given from a report which was made to the Governor, founded upon a communication addressed to His Excellency and referred by him to this Board.

MARCH 9, 1883.

To His Excellency, BENJAMIN F. BUTLER, Governor of Massachusetts.

The Railroad Commissioners, to whom was referred the communication to your excellency of Lewis Merriam as to the running of railroad trains on the Lord's day, would respectfully report:

I. No train is now run under the authority of this Board nor has any train been so run since August 27, 1882.

II. The power to authorize such trains was given by ch. 119 of 1881, in consequence of the refusal of this Board to order Lord's day trains to be run upon the State road. (Annual report, 1881. p. 223.) The statute gives the power, when "public necessity and convenience" require; not, as misquoted, "in cases of necessity and mercy."

III. During the last railroad year applications were made for the running of three trains under the law. One was refused; one was granted for running one train one day; and one application for a train

was granted, which ran from Boston to North Adams and back nine times on the Lord's day. The hours were such that no complaint was ever made.

IV. The trains which disturb Mr. Merriam and other good people, are not run by permission of this Board. If any person believes that they are run in violation of law he can prosecute the offending corporation or any of its train-hands before any court or magistrate having jurisdiction.

The view of this Board as to chapter 119 of 1881, now section 15 of chapter 98 Public Statutes, has been that the legislature did not, as some have supposed, intend by indirection to repeal the Sunday laws as to railroads, but to provide a method by which an exception to the general law forbidding travel and labor on the Lord's day might be shown to exist. It was also designed that this might be done in advance, so that it should not be necessary to test the question by running trains and subjecting their operators to a prosecution in order to ascertain the law. Another object of the law was to introduce the element of convenience as well as necessity, as an excuse for running trains on the Lord's day. For there is no doubt that the law should be construed as authorizing permission for the operation of a road when it was called for by mixed considerations of convenience and necessity.

One reason for believing that it was not the intention of our legislature to enact a general repeal of the "Sunday laws" for railroad companies is the fact that those laws are unchanged as to other common carriers, as to travellers by other vehicles, and as to traffic and business generally. Nor has the law been changed as to travellers even by permitted trains. And if Chief Justice Parsons' law (6 Mass. 76) is still held to be sound, the right of the common carrier to make his trip would not be a defence to the individual passenger who could not plead necessity or charity as an excuse for his journey. It is still an offence against our laws to drive for pleasure on the Lord's day. It is still supposed to be an offence to walk on the Lord's day, beyond the narrow limits prescribed in *Hamilton v. Boston*; and if any one does so, he is, while thus offending, deprived of the protection from defective and unsafe highways which the law throws around lawful travellers (*Barker v. Worcester*, Superior Court at Worcester, Aldrich, J.). It does not appear

that an exception to the general policy was intended for railroad corporations.

It is also well known that the chief design of the original enactment was to permit the occasional operation of the State road on the Lord's day when peculiar circumstances made it necessary. And the effect of the statute is confined to "through trains," wholly excluding all local ones,—a limitation which shows conclusively that it was not intended to change radically the general laws of the State for the observance of the Lord's day.

The "Sunday laws" of Massachusetts as interpreted by our courts, although somewhat less stringent than those of New York and other neighboring States, still forbid all work, all traffic, and all travel not demanded by necessity or charity. The question of making them still less stringent is one on which opinions differ. But there will probably be no difference of opinion as to the propriety of having any essential change made openly and directly by legislation, and not indirectly by calling upon this or any other tribunal to wrest a statute from its true purpose and to legislate by the decisions of a commission rather than by enactment of the General Court.

The appendix contains communications on this subject from various churches and other religious associations in Plymouth County with the reply of the Board.

An application for leave to run certain trains over the State railroad on the Lord's day was received after the above was written, and now awaits hearing and decision.

MISCELLANEOUS.

The appendix will show that a greater variety and number of questions have been submitted to the Board than ever before; and these, with the far greater number of questions that do not appear, have, during almost the whole year, required the constant presence of the Board, or of a portion of its members, at their office. Our duties have been, and will continue to be, not to set forth new principles, but to practically apply those that have been settled heretofore, and the work of the commissioners will be found in the appendix rather than in the body of their report.

The Board has been criticised for giving its opinions in full,

instead of simply announcing a decision. The model proposed for its judgments has been the old form: "Thus I wish, thus I desire; let my will stand for a reason." This course would be to abdicate a duty, and it would soon result in a loss of influence. It should be remembered that nine-tenths of the decisions made by this Board have no force, except as they are founded in justice, and as they appeal to common sense, thus obtaining the sanction of public opinion, and, in case of need, the sanction of law. A dry statement of results reached by the Board would utterly fail of this effect.

In the few cases where the Board has occasion to decide legal points, and where its decisions are liable to be revised by the Supreme Court, it has, for obvious reasons, been thought desirable that the arguments which prevailed with the Board should be set forth in its own way. And when these decisions are not carried up to a higher tribunal, they are precedents at least for this Board when like questions arise before it.

Among the matters that have come before us, have been five cases relating to the relocation of stations, eight petitions for additional trains, and four proceedings for separation of grades at the intersection of highways with railroads.

In the city of Boston a singular anomaly in law exists in relation to these crossings. In all other places in this State county commissioners have jurisdiction (with an appeal given in 1882 to this Board) to separate] grades by carrying the townway, or highway, over or under the railroad track, leaving the apportioning of damages to a special commission; and proceedings can be instituted by either the local authorities or by the railroad company. But as the aldermen of Boston act as county commissioners, it was originally provided that in this city the aldermen or the railroad company should make application to this Board when separation of grade was desired by either party.

So the law continued until the revision of 1874, when by mere inadvertence, as appears from the notes on "the Draft of a Bill," the authority to petition the commissioners for a separation of grade was taken away from the railroad companies in Boston, while it remained in the board of aldermen. No reason for this change of statute was suggested in the report, and none has ever been suggested since. As the law now

stands, the managers of a railroad in Boston, however dangerous its crossings with highways may be, and however anxious they may be to relieve the public from their perils, are powerless in this matter; and the evils of this law are liable to be aggravated, because the city authorities may fear that if they petition for a change, a larger proportion of the expense will fall upon them because they are petitioners.

No charge of unreasonable preference, or of discrimination by a lower charge for the shorter haul, has this year been brought before the Board, except in two cases, where the evidence wholly failed to support the charge.

In several instances the Board has been called upon to apply the well settled rule that the people on a line of railroad are entitled to reasonable accommodation for travel and traffic, even if the company is not remunerated for the cost of furnishing it. The principles upon which this doctrine rests are too familiar to need argument. As briefly stated in one decision of this year, they may be reprinted here:—

“Railroad companies are not private enterprises conducted solely for gain, but public corporations which have received great privileges, and owe a return to the community. The law-making power has intrusted them with the exercise of the right of eminent domain in order to secure advantages for the people of the State. These advantages the people have a right to demand. The duty as well as the power of furnishing reasonable accommodation for the public has been granted by the State and accepted by the corporation.”

Familiar as such principles are, appearing to have become almost threadbare by repetition, they often seem to be a surprise to railroad managers when they are applied to their companies. But the Board has never laid down any doctrines upon this point more radical than those supported by the authority of Chief Justice Waite and of the late Chief Justice Shaw.

The annual hearing on the accounts of the Fitchburg Railroad Company, under their contract with the State, extended, as usual, over a period of some months, and resulted in an award of \$182,990.38, being $55\frac{17}{100}$ per cent. of the gross earnings of the State road for the year ending Sept. 30, 1882. The amount claimed by the Fitchburg Railroad Co. was

\$204,522.32. By the amended contracts with the three other operating companies, the percentage of gross earnings to be received by each is the same as that found to be due the Fitchburg Railroad Co.

The managers of the Fitchburg Railroad Co. were dissatisfied with the award, and would have appealed to the decision of an arbitrator but for the illness and the lamented decease of their president. It is understood that the State compromised the claim by allowing about \$3,000 more than the sum awarded by the commissioners.

ANNUAL INSPECTION.

The annual examination was made by the Board, or by one or more of its members, and in two cases by an expert acting for the Board. The general condition of the track and equipment was good. When deficiencies were noted, the attention of the proper parties was called to them, and in all cases a desire to comply with our suggestions was shown.

Special reports are annexed, which were made by direction of the General Court.

THOMAS RUSSELL,
J. H. CHADWICK,
EVERETT A. STEVENS,
Railroad Commissioners.

DEC. 28, 1883.

SPECIAL REPORT

ON WOMEN AND CHILDREN IN SMOKING-CARS.

This matter was referred to the Board by the following

RESOLVE relative to the Accommodation of Women and Children in Railroad Cars.

Resolved, That the subject of accommodation for women and children in railroad trains, so far as relates to compelling them to ride in smoking-cars, be referred to the Board of Railroad Commissioners, with instructions to report to the several railroad corporations in the Commonwealth and to the next General Court. [*Approved May 3, 1883.*]

The Railroad Commissioners respectfully report that they gave full notice by advertisements of a public hearing on the above resolve, and called attention to it by letters to gentlemen interested in the question, as well as by notice to the leading railroad companies. The Boston & Albany, the Fitchburg, the New York & New England and the Old Colony Railroad companies were represented by their officers; and no one else appeared. A protracted examination was had of the railroad officials, and especially of the conductors of trains carrying immigrants and other second-class passengers. This class includes almost all the persons affected by the resolve.

1. It appeared that the great body of immigrants are carried westward at low through rates, in cars set apart for that class of passengers. In these cars smoking is very general, and is shared by many of the women as well as by the men. And no complaint appears to be made as to the practice.

2. When small parties of second-class passengers, a dozen or less in number, offer to take passage in a train, it is customary to place them in the smoking-car. So far as appeared in evidence very few complaints are made, either by the male occupants of the smoking-car, or by the women and children who are placed in it. They are often accompanied by a father or husband who desires, himself, to smoke. When

objection is made by the women or children it is the universal rule on the Fitchburg Railroad, and the general rule on other roads, to give the objectors seats in other cars. This, however, almost always leads to complaints by the other passengers, especially when the immigrants have recently arrived, and when they are filthy and offensive to more than one sense.

3. No complaint has ever been made to the Board in regard to placing women in smoking-cars, except upon one road where women not immigrants or second-class passengers have, upon the failure of a car, been so disposed of. The attention of the company was called to the impropriety of this course, and its managers were advised to open their palace car free of charge in such a case; and we were informed that this had already been decided upon.

As to immigrants, the absence of formal complaint might well be accounted for by the fact that these transient passengers had no opportunity to make themselves heard, and that they were unacquainted with our laws and customs, and sometimes with our language. But the more important fact remains that these passengers rarely object at the time; and one explanation of this is the fact that they have been so brought up that smoking is not offensive to them, and that many of them are accustomed to smoke themselves.

4. It is to be regretted that any one woman or child should ever be obliged to ride in a smoking-car without consent. But the only way to obtain assurance of this would be (1) to place them in the ordinary cars, or (2) to attach to every train on which immigrant or second-class passengers may ever by any possibility ride, an extra car for their sole use. If the first course is pursued, and if every such passenger in whatever condition is to be placed, upon request, in ordinary cars, complaints will be made by the passengers in such cars — complaints more frequent and loud than any that have been heard as to the existing practice. If a car must be provided on all trains for every party of immigrants or second-class passengers, however small, it will involve considerable expense and some delay. The companies that are carrying this class of passengers at very low rates feel that it is unjust to place this burden upon them for the accommodation of so few and in answer to a demand so slight.

The Board cannot recommend any legislation forbidding in all events and under all circumstances the conveyance of women and children in the car set apart for smokers. They do recommend to the directors of all Massachusetts railroads to give orders that no women or children shall be so carried against their will, unless from their condition it would be a wrong to other passengers to carry them in the ordinary cars. And it is our belief that, with the discretion which the conductors on these roads will exercise, no considerable wrong will be suffered by any class of passengers upon our railroads.

THOMAS RUSSELL,
CLEMENS HERSCHEL,
J. H. CHADWICK,
Railroad Commissioners.

JUNE 30, 1883.

NOTE.

These views of the Board were made known to the various railroad companies by circular on the day of the date above, and were also made public through the press. No complaint, nor any communication of any kind upon the subject, has been made to the Board since that time.

In addition to what is said above against the necessity for legislation, it may be added that the law now provides, under a penalty, that "reasonable accommodations" shall be furnished "for the convenience" of passengers. No court in this State would hold that a place in a smoking-car was a reasonable accommodation for a woman or child, unless under peculiar circumstances, making it improper to place such a passenger in any other car. If it is said that the class of passengers who are injured are not likely to avail themselves of this law, the same is true of any statute that could be enacted. The law is perfect, unless it is admitted that the smoking-car is a fit place for women and children.

Their protection in this matter may be safely left to the active philanthropy which will not allow any wrong to be inflicted upon the weak without a protest, and to the good sense of railroad managers.

SPECIAL REPORT

UPON A RESOLVE AS TO SIGNALS FOR THE PROTECTION OF
GRADE CROSSINGS.

CHAP 40. — RESOLVE in relation to Signals for the protection of Highways crossing Railroads at Grade.

Resolved, That the Board of Railroad Commissioners be instructed to investigate the subject of electric and other signals for the protection of highways crossing railroads at grade, submit the result of their investigation to the railroad corporations of the Commonwealth, and report to the next General Court. [*Approved May 25, 1883.*]

This resolve was founded on the following order : —

February 13, 1883.

Ordered, That the Committee on Railroads consider the expediency of legislation providing for the use of electric signals for the protection of highways crossing railroads at grade, when, in the estimation of the selectmen of a town or aldermen of a city, protection is required.

Instead of a bill, the above resolve was reported by the railroad committee, and it was passed without objection.

A public hearing was fully advertised for July 16, 1883, and several persons appeared, but none were ready at the time to submit their devices for the inspection of the Board. The hearing was therefore adjourned to October 31, when representatives of various signal systems appeared and were duly heard, with the managers of some leading railroad corporations. The Board have also inspected the working of several signals, — some in model, and some in actual use.

Upon one point all the friends of the different signals were agreed. None of them desired any legislation to force their own inventions into use. All preferred to rely upon the favor which they hoped their devices would find by their merits. It is hardly necessary to add that the managers of the several railroad companies took the same ground, and desired to be

left free to try such devices as they please, and to accept such as commend themselves to their judgment upon trial.

In these views the Board concurs. The matter of crossing signals (as of other signals) is still one of experiment and development. No system is yet perfect; perhaps no one has yet been rendered as near perfect as it can be. Opinions are not yet agreed as to which of various devices is the best. A great amount of inventive talent is now exercised in this direction; and railroad managers have been very enterprising and very liberal in trying and in partially accepting various systems for protecting the public from injury at their crossings. For a time, certainly, this free competition among inventors ought to go on without any legislative intervention. The time may come when some system will be so far advanced that it will be adopted by the best railroad companies, and when it may be required of all railroad companies.

This Board has been criticised because one or more of its members stated, when the subject was before the railroad committee, that no device was known to them which was satisfactory, or which had been so tested that it ought to be adopted as a crossing signal under the sanction of law. And it has been supposed that this statement was inconsistent with the fact that the Board had commended one railroad company for placing electric signals at several crossings.

But the commendation of a company for trying a new device as an experiment is by no means a full approval of that device as a perfected and established safeguard. In this case it had been adopted as supplemental to other safeguards, or as a warning at points where none had existed before; so that the enterprise of the railroad company might well deserve praise without any inference that its new signals could be safely used instead of gates and flagmen, or even that they had yet been shown to be of any great value.

The Board renews its commendation of this company (the Providence & Worcester) for the liberality and intelligence with which it has gone forward in the use of crossing signals. We have this year observed their working on this road with great interest, and we are glad to learn, by a special report, that in two respects they have been improved, as the result of their experiments, — first, that they fail less frequently in

giving a warning signal; second, that the alarm given now ceases on the passage of the train, so that its effect is not lost by being too much prolonged. Thus an advance has been made toward the time when it can be said that a signal has been found which is fit for general adoption.

The importance of the subject appears by the returns for the last ten years, which show that the number fatally injured at crossings in Massachusetts during that period amounted to 147, while 168 were injured not fatally.

It is to be remembered, however, that many of these were cases of negligence. It is matter of frequent remark that time never seems of so much value as it does to men who have occasion to cross a track in the face of a coming train. And this is true not only of those who drive across and who may consider the danger of waiting until the horse is frightened, but of many who are walking, and who do not hesitate to risk their lives for the chance of saving the fragment of a minute.

The law, however, aims to save persons even from the results of their own negligence. In certain cases mere want of ordinary care does not even bar an action. And especially in regard to the negligence of children, the courts consider their age and only require such care as is reasonable under the circumstances. But when it is demanded that costly and unproved devices shall be adopted, and when it is argued that it is only a question of money on the one side and of human life on the other, it is right to remember that it is not certain that life will be saved after the expenditure has been made, and also that there is a limit to the duty of incurring expense in order to save men and women from the natural results of their own reckless folly.

It was testified at this hearing that in one case a traveller insisted upon forcing a passage through a half-closed gate in spite of a coming train, and the gate-keeper's face was severely marked by the traveller's whip because the gate-keeper tried in vain to save him from death. With such a man a mere signal would have been of no avail.

Such incidents are sometimes quoted to show the insufficiency of gates. They only show that gates are not a perfect security, but they are proofs, also, of a disposition in some travellers that makes a gate necessary at frequented crossings; and they

illustrate the need of some better protection at such places than can be afforded by a flagman, and still more the need of better protection than that of any system of signals.

At all great thoroughfares the positive, visible and tangible security of gates will always be required until some entirely new safeguard, not known at present, has been devised. And the presence of a flagman is more efficient than any system of gongs or bells that we have seen. Such devices are of use in calling the attention of gatemen or flagmen to their duty. And the time may come when they can be used with advantage upon slightly frequented crossings, but for reasons already indicated the time has not come when this should be demanded by law.

Another strong reason for not exclusively relying at any crossing upon the protection afforded by any signal made known to us is that they are all liable to fail of giving an alarm ; and however infrequent failure may be, a signal which may fail to give an alarm must be regarded as imperfect and as not ready to be adopted by law.

It is not true that in such a case the traveller is as well off as if no signal were stationed on the highway. He has learned to rely upon the warning, and its absence tempts him into danger.

Upon one practical question the experience of railroad managers in this State and in Connecticut seems to us conclusive. It has been feared that crossing signals would be a terror to horses, and perhaps would in this way accomplish more harm than good. But while accidents have now and then occurred, the whole weight of testimony shows that the danger from this source is greatly over-rated ; that trouble from it is very rare, and that, when a crossing signal satisfactory in other respects has been found, its adoption need not be postponed because of the danger that it will alarm the horses of travellers.

The only suggestions looking to legislation that were made to the Board were these :—

1. It was proposed on behalf of one of the railroad companies that if any action was to be taken it should be by the following bill :

“The railroad commissioners, upon the application of any railroad corporation, or of the selectmen of any town or the city council of any city through which such railroad corporation operates its road, may order any grade-crossing of any highway or town-way to be furnished with electric or automatic signals for the protection of travellers; when such order has been made and complied with by such railroad company, said company shall be deemed, except in case of the failure of such signals to give the warning expected of them, to have exercised due and reasonable care in the protection of travellers using such grade-crossing.”

Upon the presentation of this project for a statute, the question was put to the president of a leading railroad corporation: “Do you know of any signal in existence that would justify the legislature in passing such a bill?” And he replied at once: “I do not.” Nor did any representative of any road appear to differ from this view. And the Board certainly does not believe that any railroad corporation should be relieved from the duty of using other means for the protection of travellers, simply because it has adopted any signal that is now known.

2. A bill was proposed providing (1) that the Board shall have power to order gates and flagmen at grade-crossings where such protection seems necessary; (2) that at all other highway-crossings a gong shall be placed at the intersection of the roads, which shall ring when the train is within 1,000 feet and shall cease ringing when the train has passed; and (3) that entrance upon the track while the gong is sounding shall be a punishable trespass.

3. Reference was also made to the law of Connecticut, which provides that the commissioners, when requested by the municipal authorities, may order a gate or a flagman or an electric signal, or may require the doing of any other act needful for the protection of the public at the place, with an appeal to the superior court.

For reasons already given, the Board does not recommend either of these forms of legislation. And in addition to the reasons given above, we would suggest that the existing statutes indirectly give all the power needed. The County Commissioners or the Railroad Commissioners, when called upon to order gates or flagmen, consider all the circumstances

tending to prove or to disprove the need of such safeguards. Among other circumstances, the use of an approved signal may be regarded as showing that at the particular crossing in question further and more costly safeguards may safely be dispensed with. One careful board of county commissioners has regarded the adoption of a bell at a certain crossing as a good reason for not ordering the erection of gates at that place.

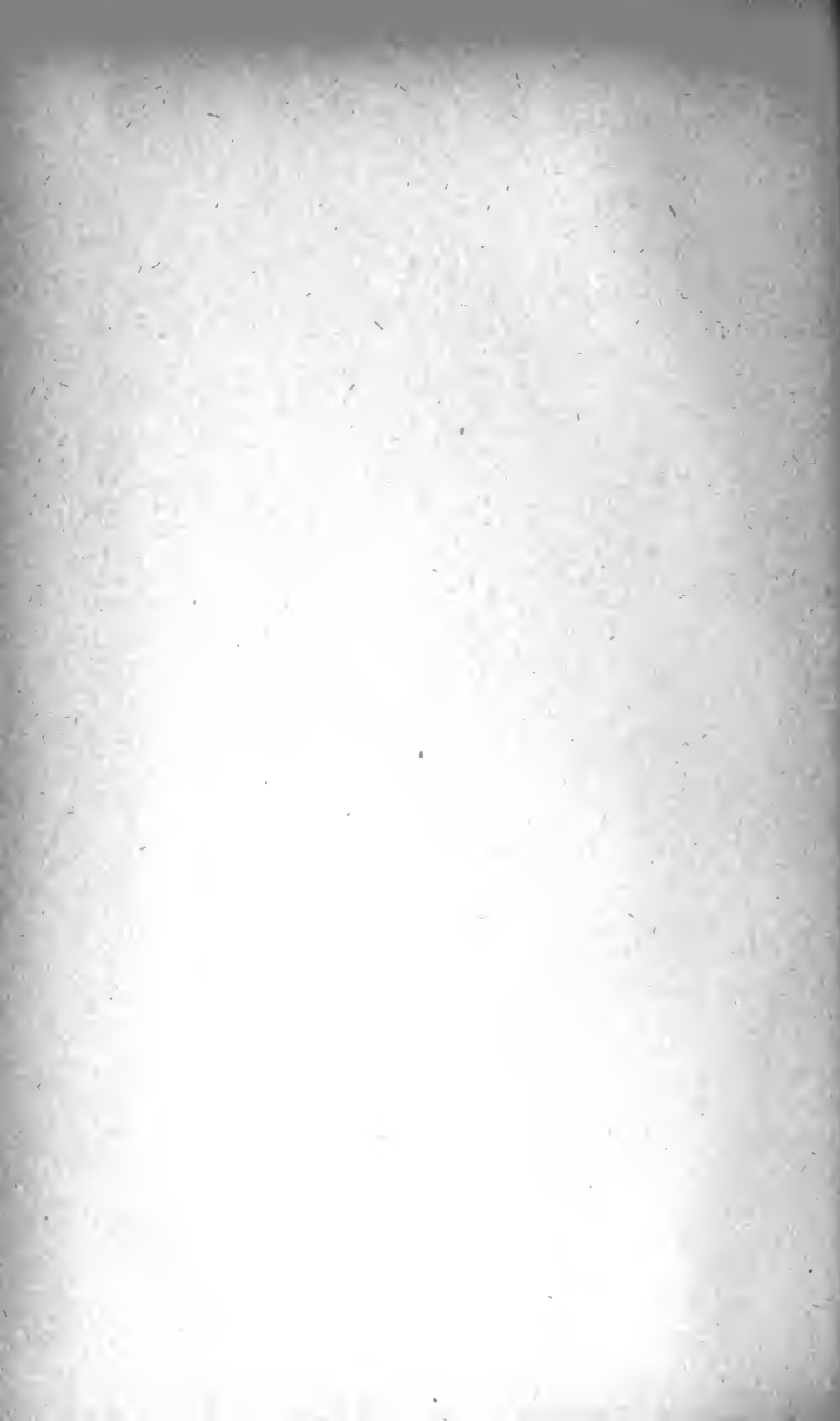
As signals improve, and as their value is tested by use, it may be found that practically the boards having charge of highway safeguards possess already all the authority in this direction that is desirable.

4. It was proposed that the Board recommend an amendment of sect. 207, chap. 112 Public Statutes, forbidding the injury of "any electric signal," either by striking out the word "electric" or by inserting the words "or other" after it, so as to give legal protection to pneumatic and other signals not electric. This seems to be a plain matter of justice, and such an amendment is respectfully recommended.

THOMAS RUSSELL,
JOSEPH H. CHADWICK,
EVERETT A. STEVENS,
Railroad Commissioners.

DEC. 28, 1883.

APPENDIX.



[A.]

*Domestic Exportations, Port of Boston, during the year ending
June 30, 1883.*

	Quantity.	Value.
Animals, living (number), . . .	97,775	\$4,310,986 00
Animals, all other, and fowls,. . .	—	248 00
Barley (bushels),	82	170 00
Indian Corn (bushels),	2,345,950	1,725,034 00
Indian Cornmeal (barrels),	106,236	360,009 00
Oats (bushels),	2,450	1,462 00
Rye,	None.	None.
Rye Flour,	None.	None.
Wheat (bushels),	2,084,135	2,420,914 00
Wheat Flour (barrels),	1,595,577	10,894,948 00
Bacon and Hams (pounds),	48,945,987	5,719,321 00
Beef, fresh (pounds),	17,999,986	1,847,507 00
Beef, salted or cured (pounds),	5,446,227	473,656 00
Butter (pounds),	1,198,921	232,154 00
Cheese (pounds),	7,449,381	810,540 00
Lard (pounds),	30,809,757	3,772,466 00
Meats, preserved,	—	454,519 00
Mutton, fresh (pounds),	390,984	36,520 00
Pork (pounds),	7,820,954	815,523 00
		\$33,875,977 00
All other articles, . . . . .	. . . . .	27,397,349 00
Total value of Domestic Exportations,	. . . . .	\$61,273,326 00

[B.]
Receipts of Flour in Boston during Ten Years, ending Sept. 30.

	FLOUR — BARRELS.									
	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Boston & Albany Railroad, .	917,466	882,286	795,155	830,514	784,149	536,767	462,852	629,355	569,195*	699,553
Boston & Lowell Railroad, .	102,906	124,315	214,664	138,914	121,416	191,265	236,443	160,704	104,376	133,491
Fitchburg Railroad, .	14,472	8,078	58,592	129,687	248,566	478,852	549,354	869,971	776,987†	1,268,605
Grand Junction (B. & A.R.R.),	239,007	215,458	273,789	364,377	447,518	600,184	936,783	911,357	666,990†	1,110,564
N. Y. & New England R. R.,	—	—	—	—	—	89,327	89,542	190,169	227,576	331,391
Total by through lines from West, }	1,303,851	1,230,137	1,312,191	1,463,492	1,601,649	1,896,395	2,274,974	2,761,556	2,347,243a	3,543,604
Boston & Maine Railroad, .	23,187	45,783	38,942	43,935	32,092	42,631	28,361	29,227	13,343	16,126
Boston & Providence R. R.,	34,164	41,191	35,406	11,679	3,084	1,387	4,421	4,241	3,588	5,548
Eastern Railroad, .	—	—	—	—	—	2,985	6,064	11,335	4,732	9,950
Old Colony Railroad, .	1,953	1,912	2,375	841	2,685	2,162	3,392	3,646	5,115	4,390
Portland Steamer, .	14,936	4,010	3,597	2,299	220	182	150	1,893	352	459
New York Steamer, .	234,782	205,775	129,190	132,062	111,083	120,382	80,125	18,642	2,121	991
Baltimore Steamer, .	156,018	87,113	71,108	40,496	20,047	9,364	15,941	16,162	4,907	7,562
Philadelphia Steamer, .	16,981	10,210	12,348	7,069	5,053	1,045	1,022	300	1,625	10
New Orleans Steamer, .	—	—	—	—	—	—	697	—	—	225
Sail-Vessels, }	—	—	100	1,200	1,310	300	400	—	—	1,823
Other Sources, }	—	—	—	—	—	—	—	—	—	—
Total from Seaboard, .	502,021	395,994	293,066	239,581	175,574	180,438	140,573	85,646	35,783	47,084
Total from all Sources, .	1,805,872	1,626,131	1,635,257	1,703,073	1,777,223	2,076,833	2,418,859	2,853,079a	2,383,026a	3,590,688

* Add 994 halves.

Increase, 1,207,662 barrels, — 41 per cent.

† Add 959 halves.

‡ Add 2,235 halves.

a Including halves.

Receipts of Corn in Boston during Ten Years, ending Sept. 30.

CORN — BUSHELS.										
	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Boston & Albany Railroad, . .	1,263,055	1,158,500	1,179,500	1,336,180	1,219,245	1,006,160	659,467	1,349,388	807,175	927,490
Boston & Lowell Railroad, . .	211,382	159,105	144,422	534,732	534,849	617,026	3,836,219	794,531	1,355,529	571,595
Fitchburg Railroad, . .	149,203	324,959	861,413	1,328,430	2,003,559	3,472,195	2,897,389	3,659,457	2,640,372	4,111,500
Grand Junction (B. & A.R.R.),	1,144,740	3,271,443	5,748,309	4,731,836	5,799,140	5,855,850	7,328,338	8,560,384	3,170,842	3,386,291
N. Y. & New England R. R.,	—	—	—	—	—	23,695	29,060	177,519	329,114	843,554
Total by through lines from West, . . }	2,768,382	4,914,007	7,933,644	7,931,178	9,556,793	11,014,926	14,750,473	14,541,282	8,303,032	9,840,430
Boston & Maine Railroad, . .	10,961	33,500	14,443	49,657	70,599	144,295	202,752	257,841	255,295	305,077
Boston & Providence Railroad,	4,609	—	1,010	—	—	120	—	—	—	700
Eastern Railroad, . .	—	—	—	—	—	11,399	5,700	2,500	7,050	16,270
Old Colony Railroad, . .	—	—	—	—	—	—	—	—	7,650	5,300
Portland Steamer, . .	—	—	—	—	—	—	—	—	—	—
New York Steamer, . .	19,909	6,500	—	8,332	6,500	—	—	—	5,000	—
Baltimore Steamer, . .	6,678	6,182	5,536	6,086	1,492	6,400	76	—	10,811	15,712
Philadelphia Steamer, . .	8,355	3,685	18,739	6,766	8,682	—	—	—	—	—
New Orleans Steamer, . .	51,709	—	—	—	—	—	—	—	—	—
Sail Vessels, . .	—	98,410	26,340	17,926	16,186	6,000	—	—	8,000	16,444
Other Sources, . .	—	—	—	—	—	—	—	200	—	72,891*
Total from Seaboard, . .	219,394	148,277	66,059	88,767	103,459	168,115	208,528	260,541	293,806	432,394
Total from all Sources, . .	2,987,776	5,062,284	7,999,703	8,019,495	9,660,252	11,183,041	14,959,001	14,801,823	8,596,838	10,272,824

Increase, 1,675,986 bushels, — 19+ per cent.

* Savannah Steamer.

Receipts of Oats in Boston during Ten Years, ending Sept. 30.

OATS—BUSHELS.										
	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Boston & Albany Railroad,	1,841,025	954,491	841,413	791,638	656,349	728,634	604,310	1,094,476	1,411,900	1,332,825
Boston & Lowell Railroad,	241,437	249,093	250,894	223,729	202,823	256,548	181,636	201,602	469,327	163,121
Fitchburg Railroad,	340,950	715,197	1,195,267	1,718,324	1,807,810	1,828,720	1,994,597	1,751,469	1,615,072	2,734,844
Grand Junction (B. & A. R.R.),	462,400	580,850	431,000	416,190	377,400	592,235	720,454	663,000	472,450	558,200
N. Y. & New England R. R.,	—	—	—	—	—	22,600	32,341	46,650	163,000	93,118
Total by throughlines from { West,	2,885,812	2,499,631	2,718,574	3,149,881	3,044,372	3,428,787	3,533,338	3,757,197	4,131,749	4,882,408
Boston & Maine Railroad,	10,107	185,928	7,896	12,796	53,433	23,350	46,442	21,050	103,875	28,400
Boston & Providence Railroad,	700	—	700	—	—	—	—	—	—	—
Eastern Railroad,	—	—	—	—	—	5,700	12,950	8,100	138,835	20,005
Old Colony Railroad,	700	—	—	—	—	—	—	—	2,750	800
Portland Steamer,	—	81	—	1,440	—	—	—	—	—	—
New York Steamer,	428	—	—	—	—	—	—	—	—	—
Baltimore Steamer,	24,232	720	—	1,300	—	—	—	—	—	—
Philadelphia Steamer,	—	—	—	4,566	—	—	—	—	—	—
New Orleans Steamer,	—	—	—	—	—	—	—	—	—	—
Sail-Vessels,	800	9,360	—	—	—	—	—	—	—	—
Other Sources,	} }									
Total from Seaboard,	36,967	196,089	8,596	20,092	53,433	29,050	59,392	29,150	245,460	49,205
Total from all Sources,	2,922,779	2,695,720	2,727,170	3,169,973	3,097,805	3,457,787	3,592,730	3,786,347	4,377,209	4,931,613

Increase 554,404 bushels, — 12+ per cent.

Receipts of Wheat in Boston during Ten Years, ending Sept. 30.

WHEAT — BUSHELS.										
	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Boston & Albany Railroad, .	104,704	166,924	137,373	264,275	130,618	174,310	65,691	50,525	28,700	36,005
Boston & Lowell Railroad, .	691,591	83,055	52,190	38,800	298,654	916,431	981,761	337,253	250,641	198,731
Fitchburg Railroad, .	48,210	5,836	22,205	50,870	233,416	1,306,085	724,743	994,446	918,763	990,389
Grand Junction (B. & A. R. R.),	445,806	830,375	223,600	678,380	3,441,910	2,753,450	2,436,921	2,832,769	1,458,400	1,037,170
N. Y. & New England R. R., .	-	-	-	-	-	7,568	34,232	955	175,400	295,100
Total by through lines from {										
West,	1,290,311.	1,086,190	435,368	1,032,325	4,104,598	5,157,844	4,243,348	4,215,948	2,831,904	2,557,295
Boston & Maine Railroad, .	5,424	1,400	-	112	400	27,448	53,522	23,932	37,884	17,957
Boston & Providence Railroad,	3,642	5,362	1,012	1,614	770	1,001	102	-	-	10,000
Eastern Railroad,	-	-	-	-	-	-	-	-	800	1,015
Old Colony Railroad, . . .	125	-	-	-	-	-	-	-	500	-
Portland Steamer,	125	-	-	-	-	-	-	-	-	-
New York Steamer,	3,062	200	200	150	2,452	-	-	-	-	-
Baltimore Steamer,	13,119	2,285	4,175	163	-	-	-	-	-	-
Philadelphia Steamer, . . .	862	-	-	-	-	-	-	-	-	-
New Orleans Steamer, . . .	-	-	-	-	-	-	-	-	-	-
Sail-Vessels,	-	11,200	-	46,333	35,017	-	-	-	-	-
Other Sources,	5,705	-	-	-	-	-	-	-	-	-
Total from Seaboard, . . .	32,064	20,447	5,387	48,372	38,639	28,449	53,624	23,932	39,184	23,972
Total from all Sources, . .	1,322,375	1,106,637	440,755	1,080,697	4,143,237	5,186,293	4,296,972	4,239,880	2,871,088	2,586,267

Decrease, 284,821 bushels, — 9 per cent.

[illegible]

Providence & Worcester,	1	1	1	1	5	-	-	-	-	-	-	-	4	1	4	1	-
Troy & Greenfield,	-	4	31	8	29	-	-	-	-	-	-	-	4	2	4	4	-
Union Freight,	-	-	-	-	2	-	-	-	-	-	-	-	-	1	1	1	-
Worcester & Nashua,	-	2	2	4	-	-	-	-	-	-	-	-	-	2	1	1	-
Housatonic,	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-
Boston, Revere Beach & Lynn,	-	-	-	-	-	-	-	-	-	-	-	-	2	-	1	1	-
Boston, Winthrop & Point Shirley,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Grafton Centre,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Martha's Vineyard,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Worcester & Shrewsbury,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nantucket,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total,	13	55	97	62	203	18	26	15	29	4	2	112	33	93	54	3	

* Jumping on or from train, 11; uncoupling air-brakes, 1; shovelling coal struck by car, 1; jumping from one car to another, 1; road laborers scalded by escaping steam, in a collision, 30; stepping in front of train or engine, 9; trying to cross or walking on track, 6; struck by switch, 2; express matter falling, broke leg, 1; put hand in spokes of engine wheel to clean the same, 1; pulling gravel car, fell and run into, 1; fell from water-spout, 1; fell on or from pilot of engine, 2; lying on track, 1; jammed between cars, 2; stepped between moving cars and fell, 1; brake slipped, 1; watching crossing, struck by car, 1; struck by train, 17; putting car on track, 1; run over, 1; thrown to ground, 1; fell from hand-car, 1; pushing car and jammed against post, 1; handling gate, 1.

*Train Accidents reported to the Board of Railroad Commissioners
during the Year ending Sept. 30, 1883.*

COLLISIONS.	Number of Accidents.	Persons killed.	Persons injured.
<i>Rear Collisions.</i>			
Passenger train with rear of freight train,	2	—	3
Freight train with rear of freight train,	2	1	—
Freight train with rear of construction train,	1	—	—
Parts of separated freight train,	3	—	1
Parts of separated passenger train,	1	—	—
Total rear collisions,	9	1	4
<i>Butting Collisions.</i>			
Passenger train with freight train,	2	—	2
Passenger train with passenger train,	1	—	—
Freight train with freight train,	3	1	1
Freight train with construction train,	2	8	27
Passenger train with freight cars on siding (misplaced switch),	1	—	—
Freight train with gravel train,	1	—	6
Total butting collisions,	10	9	36
Total collisions,	19	10	40
DERAILMENTS.			
Passenger trains,	4	—	—
Freight trains,	13	—	—
Mixed trains,	1	—	14
Gravel trains,	1	1	—
Engines derailed (one by malicious obstruction),	6	—	—
Total derailments,	25	1	14
Collisions with vehicles at road crossings,	22	2	19
Delayed trains (broken wheel and malicious obstruction),	2	—	—

Tabular Statement of Accidents reported to the Board of Railroad Commissioners during Ten Years.

	GENERAL STATEMENT.								PASSENGERS.				EMPLOYEES.		
	Whole No. of Persons Injured.	Passengers.	Employees.	At Highway Crossings and Stations.	Trespassers.	Children.	Adults.	Fatal.	Not fatal.	From Causes beyond their own control.	From their own Misconduct or Want of Care.	Fatal.	Not fatal.	Train-men.	Other Employees.
Year ending Sept. 30, 1874,	279	50	93	46	90	21	258	127	152	13	37	13	37	59	34
“ “ 1875,	242	36	84	19	103	13	229	132	110	6	30	12	24	64	20
“ “ 1876,	231	39	62	41	89	29	202	114	117	4	35	10	29	43	19
“ “ 1877,	274	33	95	37	109	26	248	134	140	9	24	7	26	65	30
“ “ 1878,	304	38	96	37	133	37	267	150	154	2	36	10	28	68	28
“ “ 1879,	405	208	83	32	82	25	380	115	290	186	23	21	188	71	12
“ “ 1880,	346	24	157	54	111	24	322	146	200	1	23	9	15	113	44
“ “ 1881,	415	42	200	47	126	23	392	184	231	11	31	15	27	167	33
“ “ 1882,	414	27	198	57	132	29	385	163	251	4	22	9	15	158	40
“ “ 1883,	524	61	266	50	147	33	491	191	333	1	24	14	21	192	73
Total,	3,434	558	1,334	420	1,122	260	3,174	1,456	1,878	237	285	120	410	500	333
Average,	343.4	55.8	133.4	42.0	112.2	26.0	317.4	145.6	187.8	23.7	28.5	12.0	41.0	50.0	33.3

Tabular Statement of Accidents, etc., during Ten Years — Concluded.

	EMPLOYEES — Concluded.						AT HIGHWAY CROSSINGS.				AT STATIONS.		TRESPASSERS.					
	Coupling or un- coupling Cars.	By overhead Bridge.	By Train Ac- cidents.	Falling from Train.	Various Causes.	Fatal.	Not Fatal.	With Gates or Flagman.	Without Gates or Flagman.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Walking or Ry- ing on Track.	Unlawfully Riding on Cars.	Fatal.	Not Fatal.	Suicide.
Year ending Sept. 30, 1874,	22	3	12	24	32	37	56	17	19	14	22	5	5	77	13	58	32	—
“ “ 1875,	23	5	9	21	26	27	57	8	10	13	5	1	—	91	12	68	35	1
“ “ 1876,	20	6	8	12	16	29	33	14	24	13	25	3	—	64	25	59	30	—
“ “ 1877,	25	5	21	18	26	35	60	12	21	19	14	2	2	79	30	71	38	8
“ “ 1878,	24	10	15	15	32	34	62	12	17	20	9	3	5	102	31	84	49	3
“ “ 1879,	25	7	8	24	19	28	55	13	17	13	17	1	1	70	12	54	28	5
“ “ 1880,	43	12	21	47	34	49	108	20	30	19	31	1	3	93	18	72	40	4
“ “ 1881,	59	28	18	46	48	72	128	12	24	11	25	5	6	104	22	81	45	3
“ “ 1882,	60	18	15	43	62	56	142	25	29	21	33	3	—	109	23	75	57	7
“ “ 1883,	86	14	13	55	97	62	203	18	26	15	29	4	2	112	33	93	54	3
Total,	387	108	140	305	392	429	904	451	207	158	210	28	24	901	219	714	408	34
Average,	38.7	10.8	14.0	30.5	39.2	42.9	90.4	15.1	20.7	15.8	21.0	2.8	2.4	90.1	21.9	71.4	40.8	3.4

Tabular Statement of Accidents to Employees in Massachusetts.

YEAR ENDING SEPT. 30.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Injured by coupling cars, . . .	22	23	20	25	24	25	43	59	60	86
by overhead bridges, . . .	3	5	6	5	10	7	12	28	18	14
by train accidents, . . .	12	9	8	21	15	8	19	18	15	13
by falling from trains, . . .	24	21	12	18	15	24	47	46	43	55
by other causes, . . .	32	23	16	26	30	17	34	47	62	97
by explosion of locomotives, . . .	-	3	-	-	2	2	2	2	-	-
Totals, . . .	93	84	62	95	96	83	157	200	198	265

Wash-out of track,	1	—	1	—	8	—	3	2	3	5	1	—	24
Snow or ice,	—	—	—	—	5	1	—	2	—	1	—	—	14
Land-slide,	1	—	—	—	2	1	2	2	2	1	—	—	15
Rail out for repairs,	—	1	—	—	3	—	—	—	—	1	—	—	6
Wind (trains blown from track),	—	—	—	—	—	—	4	3	3	5	1	—	17
Broken switch-bar,	—	—	—	—	1	1	—	2	—	2	1	—	12
Misplaced switch, maliciously,	1	—	—	—	—	—	—	2	—	—	—	—	10
Man on track,	1	—	—	—	—	—	—	—	—	—	—	—	1
Rail removed maliciously,	1	—	—	—	—	—	—	—	—	—	1	—	2
Flying switch,	—	—	—	—	—	—	—	—	—	—	—	—	3
Bridge removed for repairs,	—	—	—	—	1	—	—	—	—	1	—	—	1
Total,	74	56	77	125	113	84	68	73	55	68	75	73	921

Tabular Statement of Train Accidents in the United States in each Month during the Year ending Sept. 30, 1883.

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
ACCIDENTS WITHOUT DERAILMENT.													
Caused by —													
Cylinder head blown out,	—	1	—	—	1	—	—	1	—	1	—	3	7
Boiler explosion,	—	1	2	2	2	2	1	—	1	—	1	—	10
Car burned while running,	—	1	3	—	2	2	1	1	—	—	1	—	12
Broken connecting-rod,	1	—	1	2	8	5	—	1	2	2	4	1	27
Broken axle or truck,	1	—	—	2	4	1	—	—	—	—	2	1	11
Broken wheel or tire,	1	—	—	3	2	1	1	—	—	—	—	1	10
Broken eccentric rod,	1	—	1	—	—	1	—	1	—	—	—	—	2
Broken draw-bar,	—	—	—	—	—	—	—	—	—	—	1	—	1
Broken cross-head,	—	—	—	—	—	—	—	—	—	1	—	—	1
Accidental obstruction,	—	—	—	—	—	—	—	—	—	1	—	—	2
Broken piston rod,	—	—	—	—	—	—	—	—	—	1	—	—	1
Runaway engine,	—	—	—	—	1	—	—	—	—	—	—	—	1
Powder explosion,	—	—	—	—	1	—	—	1	—	—	—	—	1
—	4	3	7	9	19	11	3	5	3	5	10	7	86
Number of accidents in each month caused directly by defect or failure of road or equipment,	34	26	46	60	67	38	30	30	26	34	42	97	475
Total number of train accidents in each month in 1882-83,	136	125	148	168	184	142	106	120	91	119	145	158	1,641
Total number of train accidents in each month in 1881-82,	131	133	113	137	88	99	81	94	72	92	139	153	1,332
Total number of train accidents in each month in 1880-81,	120	145	135	223	149	113	63	85	73	12	129	144	1,381

Total number of train accidents in each month in 1879-80,	104	86	69	62	65	65	71	46	56	73	112	124	958
Total number of train accidents in each month in 1878-79,	61	68	63	113	88	61	50	37	64	81	79	78	843
Total number of train accidents in each month in 1877-78,	82	83	66	75	67	49	46	50	56	54	75	76	777
Total number of train accidents in each month in 1876-77,	103	96	88	147	56	58	69	46	49	53	98	84	947
Total number of train accidents in each month in 1875-76,	88	87	84	60	91	109	56	64	52	79	78	106	954
Total number of train accidents in each month in 1874-75,	81	82	74	131	211	122	60	54	61	73	114	116	1,179
Total number of train accidents in each month in 1873-74,	88	76	80	108	90	88	59	89	83	64	73	89	987
Total number of train accidents in each month from Sept. 30, 1873, to Sept. 30, 1883,	994	981	920	1,224	1,089	906	661	685	657	795	1,041	1,128	11,081
Deraiment of passenger trains 1882-83,	28	19	34	53	47	26	24	16	15	19	23	18	322
Deraiment of freight trains,	46	37	43	52	66	58	44	57	40	49	52	55	599
Total,	74	56	77	105	113	84	68	73	55	68	75	73	921
Number of persons killed,	23	22	3	42	38	5	14	18	10	16	18	22	231
Number of persons injured,	63	75	129	141	130	105	64	30	35	108	82	56	1,018
Collision between passenger trains,	3	6	6	3	6	1	3	4	3	3	2	11	51
Collision between passenger and freight trains,	19	24	15	20	6	6	9	13	11	19	11	17	170
Collision between freight trains,	36	36	43	31	40	40	23	25	19	24	46	50	413
Number of persons killed,	24	14	26	8	22	5	12	10	26	40	23	21	191
Number of persons injured,	68	53	75	49	54	30	44	40	58	93	50	125	626

Tabular Statement of Train Accidents, Casualties, etc., 1882-83. — Concluded.

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	Total.
Accidents without derailment,	4	3	7	9	19	11	3	5	3	5	10	7	86
to passenger trains,	4	1	4	8	14	5	2	4	2	2	5	3	54
to freight trains,	-	2	3	1	5	6	1	1	1	3	5	4	32
Number of persons killed,	-	-	-	5	1	3	-	-	2	1	1	1	14
Number of persons injured,	1	1	5	9	2	2	6	4	2	3	4	2	41
Total number of accidents each month,	136	125	148	168	184	142	106	120	91	119	144	158	1,641
Total number of persons killed in each month,	47	36	29	55	61	13	26	28	38	57	42	44	476
Total number of persons injured in each month,	132	129	209	199	186	137	114	74	95	204	136	183	1,798
Number of accidents causing death to persons in each month,	26	20	15	24	36	11	16	21	15	20	27	27	258
Number of accidents causing injury, but not death,	30	31	45	34	32	36	32	26	19	31	30	41	387
Number of accidents causing no injury to persons,	80	74	88	110	116	95	58	73	57	68	87	90	996
Percentage of all without injury to persons,	58.8	59.2	59.5	65.3	63.0	66.9	57.9	60.8	62.6	57.1	60.4	57.0	60.8

Average number of accidents per day in each month in 1882-83, . . .	4.39	4.17	4.77	5.42	6.57	4.58	3.53	3.87	3.03	3.84	4.65	5.27	-
Average number of persons killed per day in each month, . . .	1.52	1.20	0.94	1.77	2.18	0.42	0.87	0.90	1.27	1.84	1.35	1.47	-
Average number of persons injured per day in each month, . . .	4.26	4.80	6.74	6.42	6.64	4.42	3.80	2.48	3.17	6.58	4.39	6.10	-
Average number of casualties to persons per accident per month:													
Number of persons killed per accident, .	0.346	0.288	0.196	0.327	0.332	0.092	0.245	0.233	0.418	0.479	0.292	0.278	-
Number of persons injured per accident, .	0.971	1.032	1.412	1.184	1.011	0.965	1.075	0.642	1.044	1.714	0.944	1.158	-

Tabular Statement of Train Accidents, and the Causes of the Same, in the United States during Nine Years.

	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	Total.
Total number of train accidents,	1,179	954	947	779	843	937	1,481	1,332	1,641	10,101
Total number of persons killed,	227	219	313	200	182	227	435	385	475	2,663
Total number of persons injured,	1,052	939	1,230	689	751	946	1,691	1,467	1,798	10,563
Total number of accidents causing death to persons,	135	154	132	106	100	121	225	224	258	1,458
Total number of accidents causing injury, but not death,	225	221	217	143	165	197	320	284	387	2,159
Total number causing no injury to persons,	816	608	598	530	578	622	935	824	1,004	6,515
Collisions, rear,	131	146	177	138	172	239	363	408	403	2,177
Collisions, head,	97	93	98	79	79	111	161	140	191	1,049
Collisions, crossing,	19	13	18	7	12	17	30	26	38	180
Collisions, unexplained,	13	11	4	1	1	-	-	2	-	32
OTHER ACCIDENTS.										
Causes unexplained,	223	184	181	176	188	203	313	260	266	1,994
Cattle on track,	53	48	42	35	34	34	44	46	44	380
Misplaced switch,	71	90	75	54	72	73	79	79	92	685
Broken axle,	53	36	43	28	23	27	53	53	53	369
Broken rail,	112	44	55	20	51	27	104	27	89	529
Falling of draw-bar,	4	-	-	-	-	-	-	-	-	4
Rail removed for repairs,	8	5	3	3	2	3	7	8	6	45
Rails removed maliciously,	-	-	3	3	1	2	1	-	1	11
Malicious obstructions,	20	16	11	17	12	8	14	8	4	110
Accidental obstruction,	56	35	19	32	18	31	35	45	44	315
Failure of bridge,	32	11	25	22	15	17	36	43	33	234
Cars pushed too fast on to siding,	2	3	5	4	-	-	-	-	-	14
Land-slide,	7	12	11	5	6	2	9	9	15	76

[illegible]

Tubular Statement of Train Accidents and Causes of the Same, Etc. — Concluded.

	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	Total.
Turning over of rail, falling of tree on train, low bridge, fallen rock, neglect to use signals, too sudden stop, broken chair-plate, loose door, running against fallen tree, fallen rock in tunnel, burned culvert, broken eccentric-strap, brake-hose cut, running off ferry-boat, — 1 each, . . .	-	-	-	-	-	-	-	-	-	14
Totals,	1,179	954	947	779	843	937	1,481	1,332	1,641	10,101

[D.]

SUNDAY TRAINS.

To the Honorable Board of Railroad Commissioners.

We, the undersigned, delegates to and attendants on the Pilgrim Conference of Congregational Churches, at a meeting held in East Marshfield on October 16, 1883, do hereby respectfully petition your honorable body to take measures, as soon as may be, for determining whether the running of trains on the Lord's Day by the Old Colony Railroad Company, through the old Pilgrim Colony to the town of Plymouth, be, in your opinion, of such public necessity and convenience as to require, by your authorization, the running of said trains. And your petitioners, as in duty bound, will ever pray.

T. S. ROBIE and 117 others.

To the Honorable Board of Railroad Commissioners.

A brief statement of the reasons which led the Pilgrim Conference of Congregational Churches to prepare the accompanying petition may be expected from us.

At our last meeting on October 17 we were informed that the Old Colony Association (Baptist) had taken action as expressed in the petition. This we endorsed. The petition circulated in the house received the names of the greater part present. We think that this petition represents the sentiment of the large majority of our churches. Though the Conference is composed of delegates from the churches, as but a few comparatively are present at a meeting, petitions have been circulated in the local churches, and also among the congregations connected with our churches. Our churches, compared with other parts of the Commonwealth, are small, and in all are but fifteen in number, and at the best would not be able to present a large number of signatures; yet they sustain the action of the Conference, and

show that the membership of our churches for the most part, and that a good proportion of our church-going people, are not in favor of the running of the Sunday train during the summer.

The petition designates the train to Plymouth, because that is the one which affects ourselves. Some of the petitions, from local churches off the line of the road, are presented because those churches are members of the Conference.

This petition is an expression of our conscientious conviction. The running of the train on the Lord's day throws the influence of a great railroad company on the side of that drift of things which is converting the Christian Sabbath into a Continental Sunday. Endeavoring to maintain the sanctity of this day, and to adhere to the observance of the fourth commandment, we deprecate a measure which powerfully assists in the educating of the people to pervert the day of sacred rest from its original design. One of our strongest objections to the Sunday train is its influence in thus leading public sentiment in the wrong direction. The admirable and successful manner in which the affairs of the Old Colony Railroad Company are managed render its influence potent when exerted indirectly on any moral question. Hence the necessity of the Sunday train should be made very apparent to justify it in a course which, in our judgment, is greatly and increasingly demoralizing, and subversive of an institution which has done so much for all our interests, temporal and spiritual, and which was so dear to our fathers as the Christian Sabbath.

In behalf of the Pilgrim Conference of Churches,

EBEN ALDEN.

MARSHFIELD, December 4, 1883.

IN BOARD OF RAILROAD COMMISSIONERS,
December 10, 1883.

To Rev. E. ALDEN, Rev. GEORGE A. TEWKSBURY, and others.

GENTLEMEN, — The Board has received from you the petition of the Pilgrim Conference of Congregational Churches, asking that measures may be taken for determining "whether the running of trains through the old Pilgrim Colony to the town of Plymouth is of such public necessity and convenience as to require, by your authorization, the running of said trains." Petitions in aid are received from the Church of the Pilgrimage and from the Second and Fourth Churches in Plymouth; from the Pilgrim Congregational Church in Duxbury, the Mayflower Church in Kingston, the Congregational Church in Halifax, and from both the Methodist and the First Congregational

Churches in Marshfield. We desire to reply to these petitions fully and carefully, as the worth of the petitioners and the importance of the subject demand.

1. The Old Colony Railroad Company has never received nor asked authority from the Board to run any trains on the Lord's day. The running of the train in question began in 1874. The law giving this Board authority to allow the running of certain trains on the Lord's day was passed in 1881.

2. If the train which the Old Colony Railroad Company runs in the summer months is legally run, it is not because of that statute, but because such running is a "work of necessity or charity," and so falls within the general exception to the Sunday laws. If such running is not a work of necessity or charity it is illegal.

3. The question whether the running of this train is illegal can only be settled by prosecuting the corporation, or one or more of the train hands, under the appropriate section of chapter 98 of the Public Statutes.

4. The power given to this Board to authorize the operation of trains on the Lord's day, when required by "public necessity and convenience," does not give power to prevent or forbid the running of such trains. That power is left with the courts and magistrates of the Commonwealth.

5. The Act of 1881 was passed in order to meet the needs, occasional and exceptional, of certain trains running over the State Railroad, and to save the State from appearing to violate its own laws. The numerous trains which are now run on the Lord's day upon the various railroads of the Commonwealth are, none of them, run under the authority of that law or of this Board, and we have no power to forbid their operation.

6. Your best course will be to petition the Old Colony Railroad Company not to run the train, sending your petition in good time, so that they may hear all parties before the opening of the summer season.

I take this opportunity to enclose a decision of the Board refusing to grant the petition of the Housatonic Railroad Company for authority to run trains on the Lord's day; and

I am, with great respect for yourselves and your associates,

Yours truly,

THOMAS RUSSELL,

Chairman of the Board.

To the Honorable Board of Railroad Commissioners.

We, the undersigned, delegates to and attendants on the Old Colony Baptist Association, meeting at North Scituate, this 10th day of October, 1883, do hereby respectfully petition your honorable body to take measures, as soon as may be, for determining whether the running of trains on the Lord's day by the Old Colony Railroad Company, through the old Pilgrim County of Plymouth, be, in your opinion, of such public necessity and convenience as to require, by your authorization, the running of said trains. And your petitioners, as in duty bound, will ever pray.

H. W. COFFIN and 165 others.

AN ADDRESS TO THE HONORABLE THE RAILROAD COMMISSIONERS OF MASSACHUSETTS, PREPARED BY A COMMITTEE OF THE OLD COLONY BAPTIST ASSOCIATION, MEETING AT NORTH SCITUATE, OCTOBER 10, 1883, AND APPROVED BY THAT BODY.

HONORED SIRS:—The members of this Association whose names are affixed to the accompanying petition are mainly residents of Plymouth County and some of us are direct descendants of the Pilgrims. The history of our Pilgrim Fathers is to many of us, as it must be to you, a somewhat familiar story. We know that they left Holland in part through "grief at the profanation of the Sabbath," and through dread of the influence which the loose morality of that place would exert upon their children. History tells us how they observed the first Christian Sabbath spent on New England soil, and on the face of a large rock on Clarke's Island in Plymouth Harbor, we read its engraved words, "On the Sabbath day wee rested." We have read with admiration the words of Elder Cushman recorded on the Cushman monument of Plymouth Burial Hill, "And you, my loving friends, the adventurers to this plantation, as your care has been first to settle religion here before either profit or popularity, so I pray you, go on. * * I rejoice * * that you thus honor God with your riches, and I trust you shall be repaid again double and treble in this world, yea, and the memory of this action shall never die." And we have seen the national monument erected by a "grateful people" to the memory of our forefathers, on which is surmounted high the colossal statue of Faith, with her right hand pointing upward to heaven and her left strongly clenching the open Bible at her side. Thus do we garnish the sepulchres of the righteous and erect monuments to their memory ;

but we fear lest by our overt, wide-spread Sunday desecration and by the growing decay of public and private morality among us, the condemnation of the ancient "Scribes, Pharisees, hypocrites" may rest upon us, unless, indeed, we protest against and strive to remove these evils. We are not desirous of a return of the Jewish, or even the Puritan Sabbath. We are no blind worshippers either of Puritan or Pilgrim. Most of us belong to a branch of Christ's Church, to whose members the Puritans and even the Pilgrims showed no favor. But we admire their Christian honesty and integrity and their many virtues, and we mourn over the lowering down of the tone of public morality, as indicated especially by our many forms of Sabbath desecration, of which we regard the needless running of Sabbath trains as chief. Some may deem this plea to be simply sentimental; but we regard its sentiment to be safe and right, and conducive to the highest welfare of the community. In some parts of our country the regard for God's Word and the sense of moral obligation is so low that socialism, communism, and even nihilism, are well-nigh rampant. If these loose principles shall generally prevail we need be at no loss to conjecture what will become of our railroad and other property. Some of your petitioners are stockholders in the Old Colony Railroad and consequently wish its highest prosperity. And we think this would be secured if its depot in our metropolis were wholly closed on the Sabbath and the "Sundays excepted" were again to become the invariable rule in the running of its trains. We believe that thousands of Christian people who purchased stock when "Sundays excepted" was the rule, and whose consciences and hearts are now distressed by the Sabbath desecration of railroads in which they are pecuniarily interested, would gladly invest their property in a road which has due regard for the Christian Sabbath. It seems to us that the "Old Colony" railroad of all others should be such a Sabbath-keeping road — it being our decided conviction that the running of Sabbath trains is a sin and is always attended with demoralization in any community through which they pass, and is therefore detrimental even to our financial prosperity, also to the best interests of society.

All of which is respectfully submitted.

D. B. FORD,
C. D. SWETT,
CHAS. E. BAILEY,
D. B. GURNEY,
J. Q. MORTON,
Committee.

The marginal note in *Commonwealth v. Knox*, 6 Mass., is given, with an extract from the opinion of Chief Justice Parsons:—

MARGINAL NOTE.

“It is not an indictable offence for the carrier of the mail, who is under contract with the Postmaster-General to carry the same each day of the week, to travel with the mail on the Lord’s day.”

EXTRACT.

“But let it be remembered, that our opinion does not protect travellers in the stage-coach, or the carrier of the mail, in driving about any town to discharge or to receive passengers, and much less in blowing his horn, to the disturbance of serious people, either at public worship or in their own houses. The carrier may proceed with the mail on the Lord’s day to the post-office; he may go to any public house to refresh himself and his horses; and he may take the mail from the post-office, and proceed on his route. Any other liberties on the Lord’s Day our opinion does not warrant.”

[E.]

CAPE COD CANAL.

MEMORANDUM AS TO CERTIFICATE OF INCORPORATION FOR CAPE COD SHIP CANAL CO.

Application is made on behalf of the Cape Cod Canal corporators to learn whether in the opinion of the Board the requirements of section 44, chapter 112, Public Statutes, must be complied with by them, and whether the clerk of the Board shall thereupon give them the certificate mentioned in said section. The Board decides in the negative.

1. The requirements of section 44 are preliminary to the establishment of a corporation. The indorsement of this Board is precedent to a certificate of incorporation. But by the first section of chapter 259, 1883, the persons named therein are made a corporation. They became a corporation on their acceptance of the Act of June 26. No place remains for preliminaries. The Board's certificate is superseded by the direct action of legislative power.

2. It is true that the company is "subject to all the liabilities" set forth in general laws relating to railroad corporations, "so far as they may be applicable, except as hereinafter provided." But if these conditions can be considered as liabilities, they are not "applicable" to a chartered company, and one of the exceptions, "as herein provided," is contained in section 19 of the charter. This provides security for the payment of all damages. And it cannot be supposed that the securities provided for by both this section and section 44, chapter 112, the legislature intended to require.

JULY 7, 1883.

(COPY.)

"To the Board of Railroad Commissioners:

"GENTLEMEN, — The Cape Cod Ship Canal Company has the honor to submit to you the following questions and to request your opinion thereon:

"1. Would the payment of the \$200,000 to the treasurer of the Commonwealth be a 'legal expenditure' in the sense in which that term used in the latter part of section 20 of the company's charter?

"2. If \$200,000 of the capital stock of the company have been subscribed and paid in in full, and the proceeds paid to the treasurer of the Commonwealth, can the company issue bonds as against the amount so paid to the treasurer?"

"I am, gentlemen, very respectfully,

"SAMUEL W. MCCALL,

"*Att'y for the Cape Cod Ship Canal Co.*

"23 COURT STREET, BOSTON, September 11, 1883."

The Board are reluctant to decide any question in advance, and would have preferred to wait until a request for a certificate under section 20 made it their duty to answer the question submitted. But the managers of the company state that it is important to have the opinion of the commission at this time.

The sum of \$200,000 is to be deposited with the State treasurer, under section 19, as security for the performance of all obligations under the charter, and for damages and claims for labor. It is to remain until \$1,000,000 have been actually received into the treasury of the company and expended in construction, and until this Board is satisfied that all damages are settled.

Mortgage bonds may be issued not exceeding the amount of paid-in stock, provided, among other things, that this Board has certified (1) that the amount of bonds does not exceed the capital stock paid in, and (2) that a sum equal to the amount of the bonds certified has been "paid out in the lawful expenditures of the company." The question presented is, whether the deposit of \$200,000, when made, can be regarded as money paid out in lawful expenditure. And the question answers itself. For, in the common use of language, money deposited as security is not money "paid out." And this money is to be deposited as security for money to be paid out. To certify bonds founded on this deposit would be to disregard one of the conditions of the certificate. One condition is that an amount of money corresponding to the bonds issued is "*paid in.*" The other is that it must be "*paid out.*" The money deposited may never be paid out for the lawful expenditures of the company, but it may all be returned to the company.

If this should be done after the expenditure of a million of dollars in construction, for which a million of bonds had been issued, then the company would have \$1,200,000 of bonds to represent \$1,000,000 "paid out" in violation of the provisions of the charter.

[*Mem.*—In section 19, 4th sentence, "deposit" and "payment" are used in reference to two distinct and wholly different acts,—just as they are used in common speech.]

It has been suggested that the deposit is to be retained for an indefinite period in the State treasury, so that this cannot occur. But the charter fixes the period for which, and for which alone, the deposit can be retained. It is true that one of the general objects of requiring the deposit is "security for the faithful performance of the obligations imposed by this act." But this general clause is controlled, and the time for retaining the deposit is fixed by a distinct provision :

"Which sum shall remain with the treasurer until such time as said corporation shall have actually received into its treasury and expended the sum of one million dollars in the construction of said canal, and shall have produced proof satisfactory to the Board of Railroad Commissioners that it has settled all damages incurred, or to be incurred, in the location and construction of said canal."

When this is done, the company has a right to demand and receive its deposit.

Again, according to the construction desired by the company, the word "expended," in section 19, has a wholly different meaning from the words "paid out in lawful expenditures," in section 20.

We are asked to include the deposit in the amount "paid out." But clearly, it is not included in the amount "expended," for it is to remain in the treasury until a million has been expended. Clearly, in section 19, the deposit is excluded from the million. It is not to be counted as part of the sum for the expenditure of which it is to remain as security.

It is not probable that "expended" means one thing in section 19 and that "paid out" means another thing in section 20. It is more likely that the framers of the statute, in imposing the second condition for the certificate of bonds, intended to exclude the deposit from consideration. If they did not so intend, it would have been easy to introduce a clause allowing it to be considered as money paid out.

It has been suggested that, under section 19, the Supreme Court may order the whole deposit to be paid out for land damages and labor as soon as such claims arise. Without giving or forming an opinion as to when their jurisdiction so to do will be acquired, it is enough to say that when they have ordered it to be paid out, and when the order has been complied with, then the money so paid out will be the foundation for the issuing of bonds. But the argument that the court may at some future time order the money to be paid out, seems to assume that it has not been paid out when deposited ; and if it has not been paid out, it cannot be the foundation of a bond.

The provisions of the charter may be harsh, but they are binding

on the corporation and upon us. Until they shall have been modified they are to be enforced and not to be evaded.

The Board are of opinion:—

1. That the \$200,000 deposited with the State treasurer would not be money “paid out in the lawful expenditures of the corporation.”

2. If \$200,000 of capital stock have been subscribed and paid in full, and the proceeds placed in the hands of the State treasurer under the provisions of the charter, this will not authorize the company to issue any bonds.

The Board has answered only the questions proposed, without considering whether any other conditions than those discussed must be complied with before bonds can be issued.

By the Board.

FRED E. JONES,
Clerk pro tem.

S. W. McCALL, Esq., *Att’y, Cape Cod Ship Canal Co.*

PETITION OF CAPE COD SHIP CANAL COMPANY FOR AN ORDER AS TO THE MANNER OF CROSSING THE OLD COLONY RAILROAD COMPANY, Etc.

The Board is asked to refuse further action or hearing on this petition, upon the ground that the corporation has ceased to exist, because, as it is alleged, it had not expended \$25,000 in actual construction within four months from the passage of its charter.

The Board declines to try the question of fact, or to give a decision upon the point, because it has no jurisdiction so to do. Many duties are imposed upon the Board by the charter, but this is not one of them. Among other things the settlement of damages is to be shown by “proof satisfactory to the Board.” The including of this item of jurisdiction tends strongly to show the exclusion of any like item.

It is not denied that the corporation once existed. It is claimed that it has ceased to exist—in other words that its charter has been forfeited.

Testimony has been offered without objection during the hearing upon a question properly before us to show the expenditure and to controvert the fact. But it is hardly necessary to say that consent does not give jurisdiction.

The common law as to the dissolution of corporations is laid down by Judge Gray in *Folger vs. Columbian Insurance Company*, 99 Mass.,

267-274, as follows: "The only modes of dissolving a corporation known to the common law were by death of all its members; by act of the legislature; by a surrender of the charter accepted by the government; or by the forfeiture of the franchise, *which could only take effect upon a judgment of a competent tribunal on a proceeding in behalf of the State*: and neither a court of law nor a court of equity had jurisdiction to decree a forfeiture of charter or dissolution of the corporation at the suit of an individual." See also *Boston Glass Manufacturing Company vs. Langdon*, 24 Pickering, 49. *Rice vs. Bank of Commonwealth*, 126 Mass. 300.

One reason for this rule is given in Angell & Ames on Corporations, Sect. 778: "The government creating the corporation can alone institute such a proceeding; *since it may waive a broken condition of a compact made with it.*" "For the Commonwealth may waive any breaches of condition expressed or implied on which the corporation was created." Parsons, C. J., *Commonwealth vs. Union Ins. Co.*, 5 Mass. 230. The statute provision giving injured parties the right to apply for leave to file an information against a "private corporation," Chap. 186, Sect. 17, being a re-enactment of Sect. 42, Chap. 312, St. 1852, only extends to private parties the right to begin a direct proceeding.

It follows from this that the question of forfeiture cannot be decided incidentally or collaterally in any proceeding or before any tribunal whatever.

"Individuals cannot take it upon themselves . . . to insist upon breaches of the contract by the corporation as a ground for restricting or denying the exercise of a corporate power. This can be done only by the government with which the contract was made, and in proceedings duly instituted against the corporation." . . . "A cause of forfeiture, however great, cannot be taken advantage of or enforced against corporations collaterally or incidentally, or in any other mode than by a direct proceeding for that object, in behalf of the government." *Heard vs. Talbot*, 7 Gray, 113-120.

No one claims that this Board can set aside the charter of the Canal Company. And these and other decisions are clear to the point that we cannot do indirectly what we cannot do directly,—we cannot find that the charter is liable to be set aside or try the question whether it is so liable.

But it is said that this case differs from others, because not only is the charter forfeitable in case of failure to comply with certain conditions, but it is enacted that it "shall thereupon cease to exist." But even this provision, as it would seem, might be waived by the State. And the inconvenience of having the question tried before every tri-

bunal where the company might appear is so great that clear words in an act are needed to establish such a construction. As Judge Bigelow says, in the case last cited: "It would be against public policy, and lead to confusion of rights, if corporate powers and privileges could be disputed and defeated by every person who might be aggrieved by their exercise."

Four different Boards are named in this charter to act upon applications of the Canal Company. And of course it may appear, also, before any court or magistrate in the State. It would be inconvenient that the questions of fact and law involved should be passed upon by all these tribunals, and perhaps with different testimony before each. And it is important that the question of the existence of the corporation, if it is raised at all, should be heard only before the one tribunal that has power to decide it, viz., the Supreme Judicial Court.

Upon this the case of Quincy Canal *vs.* Newcomb, 7 Met. 276, seems to be in point. To a suit for toll the defendant answered that the canal would not admit vessels drawing nine feet. The charter provided: "If said corporation shall not complete a canal as aforesaid, passable for vessels as above described, drawing nine feet of water, within three years from and after the passing of this act, *the same shall be void.*" To say that a charter shall be void is as strong as to say that the corporation created by it "shall cease to exist." But the court held that failure to comply with the provision was no defence even to an action brought to recover toll, and that the question could only be tried on a direct proceeding by way of information or indictment.

This seems to be conclusive. We have no jurisdiction to decide that the conditions of the charter have been complied with or that they have not.

If the suggestion as to a suspension of hearing only means that such probable ground for forfeiture is shown that in the exercise of our discretion we ought not to proceed with a hearing, causing necessary trouble and expense to the various parties until the question of forfeiture is definitely settled, we can only say that our view of the weight and effect of the evidence would not justify that course.

The petitioners, therefore, will be heard further.

By the Board.

CHAS H. LITCHMAN, *Clerk.*

Nov. 22, 1883.

[F.]

CHECKING PERSONAL BAGGAGE.

WM. P. ELLISON AND OTHERS, CITIZENS OF NEWTON,
v. BOSTON & ALBANY RAILROAD COMPANY.

The petition was as follows : —

To the Honorable Board of Railroad Commissioners of the Commonwealth of Massachusetts.

The undersigned, citizens of Newton, in said Commonwealth, living on the line of the BOSTON AND ALBANY RAILROAD COMPANY, and patrons of said Company, respectfully represent that for a long time it has been the practice of the railroad corporations having passenger stations in Boston, in said Commonwealth, to receive in their baggage cars for transportation, without additional charge, to or from the suburban homes of the patrons of said roads, parcels or packages, in lieu of personal baggage, and subject to the owner's risk, except in cases of gross negligence on part of said corporations; that the Boston and Albany Railroad Company has recently instructed its servants to discontinue said practice, and not to receive such parcels or packages unless the owners of same pay an unreasonable sum for their transportation, that said corporation is the only railroad corporation having a passenger station in Boston that exacts extra compensation for such transportation; wherefore your petitioners pray your Honorable Board to request said corporation to carry in their baggage cars parcels or packages, not unreasonable in size and weight, in lieu of personal baggage, and without additional charge, when said parcels or packages are accompanied by the owners of the same.

The Board has postponed action upon this complaint in order to obtain further information as to the practice on this and other roads, and as to the working of the new system. The statements of the petition are all correct except that which sets forth that the parcels in question are carried "in lieu of personal baggage." The practice has, as stated, prevailed on every one of the roads terminating in Boston although in

some instances its extent was unknown to the managers of the roads. In one case the existence of any such practice was denied by the superintendent, but it was found to be in full force. It was also shown that while it was a great accommodation to passengers, it had as yet never made necessary the use of an additional baggage car or the employment of an additional man on any railroad.

It appears, also, that the practice in question relieves the cars from the presence of a very large number of bundles, and thus promotes the comfort of all the passengers. The withdrawal of the accommodation on the Boston & Albany has led to the withdrawal of most of the parcels from the baggage car. And while few are carried by express, and some have ceased to be carried at all, the great bulk of packages are now conveyed by the passengers themselves in the passenger cars. Whatever the strict rights of the carrier might be, no one would propose to enforce them in regard to their packages, or to make the inquisition necessary for their enforcement.

The amount of this service rendered on the various roads differs widely. But previously to the new rule, the practice of free transportation prevailed on the Boston & Albany Railroad to an extent far beyond that of any other line. This road has always taken the lead in this respect; and as many as a thousand parcels a day were often carried gratuitously to the suburban homes of its customers. The Board has often heard from the residents on less favored lines, when seeking new facilities, that the greater accommodations on the Boston & Albany had attracted population and raised the value of land on this route. And new proof has been given since the hearing that not only the number of trains, but the liberal practice as to the facilities in question, induced many to make their home on this line. More than once we have heard quoted the remark of the late respected and lamented president of the company: "It costs us nothing to carry out people's dinners and parcels for them, and it makes them happy and builds up the road."

Whether it is wise to withdraw accommodations so satisfactory to the people living on the line, and so little onerous to the company, is a question that deserved and deserves the best consideration of its directors. No doubt the privileges granted had been abused — in some instances in an absurd and scandalous manner; but this would seem to call for regulation in order to check the impositions of the few, rather than for prohibition which seriously diminishes the comfort of the many.

In establishing these rules, also, the directors might well have borne in mind the fact that persons had been induced and solicited to fix their homes upon this line, with a view to the convenience of this

long-established practice. This gives no legal right, for it was founded on no binding contract, but it does give a strong reason for equitable consideration. The managers of a great railroad corporation ought not to be satisfied with the excellence of their track, their equipment, their men, and of the manner in which their vast traffic is in general conducted. They should also endeavor to meet every reasonable desire of those whose comfort depends so much upon the daily service of the railroad on which they live.

The Board, if requested to give advice, certainly would not counsel any railroad company to follow the example of the Boston & Albany in this respect. And especially we see that the manner in which the new rules have been enforced has led to much discomfort, and to natural indignation, which is, itself, discomfort.

But when the Board is asked to give a formal recommendation under the statute, it is not enough to show that the course complained of is unwise. To call for such action it must be so unreasonable that if the recommendation is not heeded the Board will be ready to follow it by calling upon the General Court for legislation. As our predecessors have said (11 An. Report, p. 219): "It is not, however, for the Board of Railroad Commissioners to undertake to instruct those managing the roads as to the proper way to manage them commercially, provided that they do not manage them unreasonably."

The owners of railroads may do many things which seem to us unwise, but which yet do not call for a formal recommendation, to be followed by a call for legislation. For in many respects the relations of railroad corporations to their customers cannot be made the subject of rules imposed by outside power, but should be arranged between the parties whose interests are to a great extent mutual, and whose good can better be secured by a discreet and kindly arrangement than by an appeal to strict law.

As we have said before, we think it is an error to suppose that the liberty to carry parcels and packages has been granted "in lieu of baggage." And it is an error to found anything like a legal claim of right upon such an idea. Suburban passengers generally do not take trunks with them, simply because they do not need a trunk in their daily journeys. They would not be refused if they should take one. But in fixing the rate of fare, whether of season, of package, or other tickets, the fact that very few will take heavy luggage is considered. If for any reason every suburban passenger should take a Saratoga trunk each way every trip, the time of making such trips, and the expense, also, would be increased; and one result would be a revision of rates. The law of average is considered in this, as in other questions of fare. But there is no claim for compensation to a pass-

enger who does not avail himself of every possible right. A passenger having in charge a child of tender years is permitted to carry the child free on all our railroads and street railways, but this does not confer upon men and women riding without children the right to a reduction of fare, or to any corresponding allowance.

The privilege of carrying home supplies, as it is now practised in Massachusetts, is by no means confined to those travelling without luggage. "Summer residents," so called, are the parties that make the freest use of this liberty, and they carry with them personal luggage, as well as furniture and other merchandise.

It is to be noted, also, that this liberty of carrying without charge articles other than personal luggage is not asked for all persons traveling without personal luggage. It is requested for "suburbans" only. But a large proportion of travellers carry nothing in the baggage car. If the absence of baggage was the foundation of a claim, the passenger riding from Pittsfield or Springfield to Boston might well demand a right to bring merchandise with him, and to return with his city purchases free of cost for freight. Few business men in their frequent journeys to and from New York take anything more than a hand-bag, but they do not claim a right to carry supplies in lieu of baggage.

The duty of carrying luggage for passengers, and of becoming responsible for its safe carriage, is one that has grown up, and has by usage become part of the common law. The great Chief Justice Holt once decided that a common carrier was not liable for the loss of personal luggage unless a distinct price was paid for it. And this decision was followed by the supreme court of New York. The practice is now well established and understood, and works smoothly, except when some attempt at innovation is made by the carriers, or when some imposition is attempted by travellers. Perhaps in time some new regulations by statute may be needed. But we have heard no proposed amendments of the existing law which could wisely be enacted.

We have heard no suggestion which defines in practicable form the supposed right of carrying merchandise or supplies in place of baggage — no method of drawing the line between those who may rightly do this and those who may not, and no plan on which a law could be founded and enforced. We have indeed heard of difficulties that exist in the present system. For instance, the class known as summer residents at watering places and other resorts are greatly favored by railroads, which are each competing with all other roads for this kind of travel. The permanent residents, feeling that their "rights" are equal with those of visitors, are constantly seeking to enlarge their liberties as to "baggage;" and the tradesmen of the

place, finding that their customers are beginning to receive their goods free of freight charges, endeavor to obtain the same privilege. That no complaint on this score has come before the Board, and that the facts have only been learned upon this inquiry, shows the value of forbearance in such matters, the importance of discretion and common sense, and the unwisdom of violent and sudden interference with an established custom which has, on the whole, worked well. But the facts show also how difficult it would be to frame an iron rule to govern all such cases, and how impossible it would be to regulate them satisfactorily by law.

Finally, while we can make no formal recommendation to the managers of the Boston & Albany road, we hope that they will review their regulations in the light of their recent experience, and we believe that it is possible so to change them as to avoid the impositions, of which there has been just reason to complain, and to restore some of those accommodations which have cost the company little or nothing, while they have been of great advantage to the people who live upon the line.

By the Board.

WM. A. CRAFTS, *Clerk*.

JUNE 5, 1883.

JAMES RICHARD CARTER *v.* BOSTON & ALBANY RAIL-
ROAD COMPANY.

The petitioner, a passenger from West Newton to Boston, complains that the baggage-master at West Newton refused to receive and check a small package of his personal clothing. A like complaint had been acted on by the board in May last, and, as no reply was made to our inquiries in this case, a public hearing became necessary.

The statute provision violated is contained in section 182, chapter 112, Public Statutes, which provides, under a penalty, that checks shall be given for baggage. The common law which was disregarded makes it the duty of common carriers to transport a reasonable quantity of personal baggage, provided it is in suitable form to be checked and handled. There is no question that this package was in such form. It was presented at the hearing, and it is manifestly a bundle that could be safely and conveniently carried. The passenger testifies that he distinctly stated that it contained his personal clothing, and we believe him, notwithstanding the equivocating testimony of the baggage-master upon this point, and there is no pretence that the

bundle contained merchandise. The only question worthy of consideration is that raised by the general baggage agent; viz., that the clothing cannot be considered as personal baggage, because the passenger's intention was not to wear it on his journey from West Newton to Boston, but to have it cleaned before he wore it. The Board does not believe that this point is well taken. The liberal decisions of the courts have extended the privileges of travellers as to baggage, and would not exclude a garment which is to be cleaned or repaired. Nor can we believe that the managers of the Boston & Albany Railroad Company would desire to set up such a defence or to approve such an inquisition into the exact intent of their passengers, and the minute details of their wardrobe, as would result from such a rule. The Board prefer to think that the baggage-master misunderstood the rule of the company under which he intended to act when he refused to check the article in question.

The Board recommend that all the baggage-masters on the road shall receive the instructions which have already been given to some of them, — that a more liberal construction should be given to the rule regulating the transportation of personal luggage.

By the Board.

FRED E. JONES, *Clerk pro tem.*

AUGUST 27, 1883.

Upon receiving this decision the managers of the company promptly issued orders which removed all doubt as to the duty of baggage-masters to comply with the law as set forth above.

COOK *v.* BOSTON & ALBANY RAILROAD COMPANY.

Complaint is made by a passenger from Springfield to Boston, that the baggage-master of the Boston & Albany Railroad Company refused to check a small package of personal clothing as luggage. The package was a foot square and less than a foot thick, and it contained personal clothing not intended for use on the trip, beside several unbound portions of a book issued in parts. All the articles were neatly wrapped in two thicknesses of stout, brown wrapping paper, and securely tied with "marlin." The baggage-master did not refuse it on the ground that it was not sufficiently protected to be handled and checked, but because it was a "bundle." He was justified in refusing it by his superior in office, upon a somewhat different ground; viz., that "a paper bundle is not sufficiently protected to be safely

handled.” And this view is now taken by the representatives of the company. The testimony showed that if there ever could be a package in paper, proper to be checked, this was one; and no witness was called to contradict the clear statement of the complainant on this point. After the refusal to check, the bundle was received upon the payment of twenty-five cents.

By common law, a passenger, having paid for transportation, has a right to take with him a reasonable amount of baggage, not including merchandise or samples, but including such articles as are of necessity or convenience for personal use, and such ordinary personal effects as it is usual for persons travelling to take with them; and by statute, he has a right to have such baggage checked. Some doubt was expressed whether the articles belonging to the complainant could be considered as baggage under the circumstances; but this point was not pressed, and was not raised by the baggage-master when the parcel was offered, and the general question does not depend upon the use which this particular traveller intended to make of his clothing.

The opinion of the Board is desired by the complainant as to the reasonableness of the rule of the company as construed by its agents and representatives. The rules of the company applicable to the question are as follows:—

Rule 3. One hundred and fifty pounds of personal baggage will be checked free on each whole ticket, and 75 pounds on each half ticket. It must be presented in trunks, valises, carpet bags, portmanteaus, extension cases, or in some suitable form to be easily handled and checked. No single piece of baggage weighing over 250 pounds will be received for transportation.

Rule 6. Whenever any bundles, packages or articles of merchandise of any kind are offered for transportation, you will refer party presenting same to the express companies, unless they particularly request that same should be sent as extra baggage.

1. Rule 3 would seem on its face to allow and require the checking of such a package as that in question, because the uncontradicted testimony shows that it was in “suitable form to be easily handled and checked.” Rule 6 is capable of a double construction. It may refer to such a case as this, or it may be that the three words, “bundles,” “packages” and “articles” are all qualified by the following words “of merchandise.” If this is the meaning, it seems that, under rule 6, the complainant was entitled to have his package checked.

2. It further seems to the Board that the rules, *as construed by the agents and representatives of the company*, are unreasonable. As understood by the baggage master, they forbid the checking of any

bundle or package, and make it necessary that personal luggage should be inclosed in a trunk, valise or like receptacle. The Board can find no law on which such a regulation can be founded. The law does not presume that every traveller has a valise or trunk. Nor does it cut off every man who does not own such an article from the right of travelling with his luggage. The common law does authorize carriers to require that baggage should be packed in a manner reasonably safe and reasonably convenient for handling, in order to entitle it to be carried as baggage. And any rule requiring this would be reasonable. But the rule, as construed, requires more than this, and, as understood by the baggage-master, forbids all "packages." As understood by the higher agents of the company, it absolutely forbids the checking of any parcel contained in paper, however secure or convenient for handling. This seems to the Board to be an error. As to each article, it is a question of fact as to its fitness to be carried as baggage. A trunk may be unsafe, and should be rejected. Articles not inclosed in any trunk or like receptacle may still be properly packed and should be accepted. And so it is held by several of the railroad companies in this State.

If it is said that such a rule will lead to trouble, the ready answer is that it works well on the roads — such as the Old Colony and the Fitchburg — where it has long been in practice. As further bearing on the question of reasonableness, we would refer to the general practice of express companies to take just such packages as the one offered by the petitioner for transportation. The manager of one such company answers an inquiry: First, that his company takes all such packages when offered; second, that the number varies from one thousand to two thousand per day; third, that they are carried as far as Omaha. It is true that express companies, for convenience and safety, use boxes and compartments for carrying such packages; but such conveniences are not beyond the resources of our railroad companies, and should be provided, if needed, for the reasonable accommodation of travellers.

This matter, as affecting the rights of any one passenger, is not important; but rules applied in such a way as to annoy many travellers in the course of a year are very objectionable, and especially when the passengers have reason to feel that they are deprived of a lawful right. The legal penalty of ten dollars, to be sought, perhaps, through all the courts, is not a substantial and practical remedy. And this is one of the cases where the intervention of this Board may relieve the company and their passengers from unnecessary difficulty. The Board therefore recommends that instructions be given that any package of proper weight, and not excessive in value, containing

personal baggage, and being of such a nature that it can be safely carried and conveniently handled, shall be checked for any passenger who has a ticket; and that no arbitrary construction of this rule be adopted which will exclude any package that, in fact, is proper to be so transported.

By the Board.

WM. A. CRAFTS, *Clerk.*

MAY 15, 1883.

[G.]

ACCIDENTS AND COLLISIONS.

COLLISION ON THE TROY & GREENFIELD RAILROAD,
FEB. 1, 1883.

This was a rear collision near the west portal of the tunnel between a construction train of three cars, employed by the State management, and a freight train (No. 27) of 13 cars of the New Haven & Northampton Company. The collision occurred at 3.20 P.M. The New Haven & Northampton train was stopped at the portal by a danger-signal, and remained stationary for nine minutes before the collision. The duty of the employees operating this train was to promptly flag the rear. This by all the evidence was not done. The brakeman, after setting up two brakes, which might occupy two minutes, had passed only three telegraph poles. If he had started promptly and moved as he ought, the construction train would have had ample time to stop. The slow movements of the brakeman were the cause of the accident. The conductor also was at fault in not attending to the flagging. He testifies that he neither did nor said anything about it, trusting entirely to the brakeman. The telegraph operator and the other employees of the State did their full duty. It need hardly be said that the tunnel and the State road, which are used by the locomotives of different corporations, can be safely operated only by extreme care on the part of the operating companies, and this cannot be too earnestly impressed upon their employees. The damage done in this case was small. The neglect of duty was clear, and might have led to serious consequence.

By the Board.

WM. A. CRAFTS, *Clerk.*

FEBRUARY 7, 1883.

ACCIDENT TO MARVIN S. BLOOD ON THE EASTERN RAILROAD.

On Feb. 7, Mr. Blood, while passing from the smoking-car to another car on train 72 bound for Boston, fell to the ground, and was seriously, perhaps fatally, hurt. The accident, which was caused in part by a high wind, occurred about 500 feet on this side of Oak Island, a few minutes after four P.M., while the train was moving at the rate of 40 miles an hour.

The conductor being notified by a brakeman and some passengers, stopped at Revere, a mile from the spot, and sent a trackman at once to the place, telegraphing also to Boston. The trackman went on a light hand-car and found other trackmen in charge of Mr. Blood, who was insensible. He was taken in train 57 bound for Salem, and was attended in the car by a skilful physician. At West Lynn a telegram was sent to Lynn, but it appeared that the hospital there was not yet ready for the reception of patients. A telegram was sent to Salem, and on arriving there at 4.40 P.M. a stretcher and conveyance were found at the station ready to take the injured man to the hospital.

The only question raised regarded the care given to Mr. Blood after the accident; and it appeared that everything was done with humanity and with good judgment.

To the suggestion that the train might have been backed to the spot the ready answer was that this would have consumed too much time. The rear of the backing train must have been guarded by a flag-man, and could have gone no faster than he could walk, and before starting it must have waited until he had gone half a mile. The method adopted was much more speedy. Backing would also have been dangerous to the train. If Mr. Blood had been brought to Boston on the following train he could not have reached Boston before 5.10. He reached Salem half an hour earlier, and the unfortunate man could be treated as carefully and as skilfully in Salem as in Boston.

By the Board.

WM. A. CRAFTS, *Clerk.*

FEBRUARY 12, 1883.

N.B. Mr. Blood died in the Hospital.

FATAL ACCIDENT ON THE NEW YORK & NEW ENGLAND RAILROAD, MARCH 27.

Freight train No. 9 left Boston at 4.05 P. M., with twenty cars. When near the stock yards the draw bar or shackle connecting the tender with the engine broke, and the safety chains also broke, parting the engine from the train. Unfortunately the fireman, Frank H. Sturgis, was standing on the apron of the tender shovelling coal. He fell first astride of the draw bar, and then beneath the wheels of the tender, and was instantly killed.

The engineman at once whistled for brakes, and repeated the call more than once. At first this call was indistinctly heard, being mistaken for the whistle of the Boston & Providence train just passing. But this mistake only caused the loss of a minute, more or less; and the train was stopped when it had gone about twice its length from the spot where the accident occurred. The testimony showed that the train was passing through a "sag" beginning with a down, and ending with an up grade.

No blame for the accident can attach to any one of the train hands or other employees of the company. The warning was duly given; the error in misunderstanding it was natural, and did not have any effect on the sad result. In one thing only was there any fault. The middle brakeman, who was employed for the trip only, was away from his station and was in the caboose. This was not explained, but his presence at his post would not have affected the result.

Inspection of the broken shackle, with the aid of expert testimony, reveals a hidden flaw, which could not have been detected while the draw bar was in position. It also showed that the draw bar was of good iron, tough and fibrous, apparently double rolled. The engine was new, delivered Dec. 4, 1882, and was the work of approved manufacturers. It had been inspected on the morning of the 27th, but no possible inspection could discover the defect which led to the accident.

By the Board.

WM. A. CRAFTS, *Clerk*,

MARCH 31, 1883.

FATAL ACCIDENT ON THE BOSTON & MAINE RAILROAD, APRIL 5, 1883.

This accident was caused by the neglect of the switch tender, Dennis Coughlin, who failed to hear the three whistles which indicated the arrival of the express freight train, No. 4, and who allowed

that train to go upon a side track in the face of the shifting engine "Lion," with a train of sixteen cars. The enginemen of the two trains did all that could be done to prevent a collision, but it occurred and instantly killed Mr. Plumer, the fireman of the switching engine. No blame attaches to either of the train hands. The engineman of No. 4 saw the position of the switch target, but he had been signalled to come on, and so he supposed that he was to go on the side track which was usually occupied by No. 2, as he had done with No. 4, on a former occasion. Whatever was the cause of the switchman's failure to hear the three whistles, it led immediately to the collision. But even with this it would not have occurred if he had not unnecessarily and improperly kept the switch open. It cannot be too often repeated, that a switch should not be opened till it is to be used, and that when it has been thrown open it should be closed at once after being used, and not opened again till it is wanted, even if only a few minutes intervene. The trouble and loss of time in throwing switches will be more than repaid by the saving of accidents.

By the Board.

WM. A. CRAFTS, *Clerk.*

APRIL, 1883.

FATAL ACCIDENT ON THE NEW YORK & NEW ENGLAND RAILROAD AT QUINCY STREET BRIDGE, JUNE 6, 1883.

In this case a construction train of more than twenty dump cars, loaded with gravel, passed over a bridge which was undergoing repairs, and because of the failure of the bridge and the doubling up of the cars, Charles Martin, a brakeman, was instantly killed. The train had been flagged at Mt. Bowdoin, where information was given as to the condition of the bridge. Upon arriving within two hundred or three hundred feet of it, the conductor left his train and walked to the bridge, saying that he would see how long they would hold the train. There he learned that eight or nine ties were removed, and that the bridge would be fit for passing in fifteen or twenty minutes. There also he received a written order to leave three or four carloads of gravel. He did not communicate any of these facts to the engineman, but signalled him to come on slowly, at the same time removing the red flag which guarded the bridge, and throwing it down between the tracks. The engineman, supposing this to be a call to go over the bridge, and being unable to see the ties or the want of ties, came on at the rate of about five miles an hour until he was near enough to see the condition of the bridge, when he reversed the engine and

applied the driver brake. The engine passed over the bridge, but the tank broke through, and the cars were piled up in such a way, that Mr. Martin, who was passing from the second to the first car, was buried in the gravel and killed. The conductor made a motion to stop, but it was not seen or was not understood; and it was at all events too late to save the train.

This accident and the death of the brakeman were due to the criminal carelessness of the conductor. The train was bound to a point across the bridge. The engineer knew that this was its destination, and that the delay was to be temporary. The conductor told him that he was going to see how long that delay would be. The engine-man knew nothing of the new order received at the bridge. Under these circumstances a signal to come on was a signal and an order to pass the bridge. A walk of two minutes would have explained the facts and would have saved the danger. The risk run was to avoid that walk, and it proved fatal to one life. An attempt was made to show that such a course was justified by custom; but the honest expert who was called by the company testified that the judicious course was to go back and state what was wanted, instead of giving a misleading order by signal. Even if it had been proved that in just such cases the custom is to direct by signal, it would only show how reckless men become in the habitual employment of the powerful and dangerous force of steam. It would have been safe to beckon to a man, leading a horse to the bridge, expecting to stop him when he reached the bridge. It was not safe to beckon to a man in charge of an engine, knowing that he would understand the signal as an order to cross. It was unsafe, because an engine drawing such a train cannot be stopped at a fixed point or in a second, and in a few seconds may make the difference between life and death. It was the more unsafe on a down grade of fifty-two feet to the mile.

2. The conductor denies that he removed the flag, and this only shows that he is as reckless in statement as he was in his conduct. He is not sustained by any witness or by any fact. He is contradicted by several disinterested witnesses, and by all the probabilities of the case. Few things are proved more clearly than his removal of this danger signal.

3. These statements as to the conductor relieve the engineman, who alone, in addition to the conductor, might be supposed to be blameable. There is conflicting testimony as to the second signal of the conductor, or his third signal, if he gave one. But there is no doubt that he gave a signal to come on. There is no doubt that he at some time gave a signal to stop, but there is no reason to believe that the engineman and fireman seeing and understanding

it, purposely disregarded it at the peril of their lives. The whole probability of the case is, that when given it was too late. The engineman was bound, under the signal as given, to advance steadily and slowly, having the engine under control. But all these terms are relative, and they are to be construed in connection with the only sense in which the signal could be understood by the engineman. That meaning to him was that he must cross the bridge. He knew nothing of the order to stop at the bridge. When he, being only two hundred or three hundred feet distant, saw the flag removed by the conductor, and received the direction to come on, he was justified in giving his train impetus enough to carry him over. No intimation is made that he did not use prompt measures to check his train when he saw the danger. Indeed, it was suggested that his prompt application of the power brake caused the accident. We find no fault in his conduct nor in that of any other of the hands except the conductor.

By the Board.

WM. A. CRAFTS, *Clerk*.

JUNE 9, 1883.

COLLISION ON THE CONN. RIVER RAILROAD, AT SPRINGFIELD, APRIL 30, 1883.

This was a rear collision between a freight train of twenty-six cars and a passenger train of four cars which struck the caboose of the freight train with such force as to kill Mrs. H. S. Wilder, who had been riding in the caboose by permission of the conductor, and who was crushed while in the act of escaping. The freight train No. 10, was due at Springfield at 11.45 A. M., but was delayed, as often happens, so that it left Chicopee, $2\frac{1}{2}$ miles distant, at 12.30 P. M., arriving as the conductor says at 12.37, but really about 12.40, at the switch at Springfield freight yard. Passenger train No. 18, which followed, was due at Chicopee at 12.34 and at Springfield at 12.45. No. 18, in fact, left Chicopee at 12.35 and made up the lost minute on its way. The conductor of No. 10 left his rear brakeman at Holyoke to take some way bills of cars to the yard-master. Reaching Springfield yard with his train, he found that the switchman, upon whom he relied to throw the switch and let him off from the main track to the side track, was not there. When he saw that his forward brakeman was applying brakes, he called to the middle brakeman to flag the rear of his train and protect it from the coming "mail train," No. 18. He came back the length of several cars and at once

ran to the rear with a flag. But when he reached "the Park switch," at the distance of six hundred feet from his train, he saw train 18 coming on and could go no farther. The engineman of No. 18 being on the outside of the curve could not see the flag or the train until he was very near. He applied the air-brake and reversed his engine, reducing the speed from twenty-five miles an hour to a moderate rate, but could not prevent the collision. The fireman of No. 18 was slightly injured in leaping from the engine. No one else on the passenger train was hurt.

1. The cause of the accident was the disobedience of rules by the conductor of the freight train: "Freight trains will in all cases wait for each other at places appointed for meeting, unless otherwise provided for in special rules, and keep out of the way of passenger trains, never leaving a station unless they have full time to arrive at the next station *at least five minutes before a passenger train is due.*" He is without doubt in error in stating that he left Chicopee at 12.27. The regular record is the best evidence on this point. There was no motive to have it incorrect; it is confirmed by the event; and it fixes the time at 12.30. Conductor Duress, therefore, left Chicopee with a freight train, followed by a fast passenger train due to leave that place in four minutes, — an interval which would naturally be reduced to one minute or less before his arrival at Springfield. This was not only a violation of rule, but it was gross carelessness. The practice at Springfield was for the switchman not to await the freight train after 12.30. If it did not arrive then it was presumed to be following the mail train. This was a correct practice, but it increased the danger if the freight train came on in violation of rule.

2. The engineman should have at least remonstrated with the conductor. His duty is not discharged by obeying an order which is in violation of rules, or by running into certain danger.

3. The danger was increased by leaving the rear brakeman at Holyoke. The errand on which he was left was not such an emergency as to justify the conductor in going over the busiest part of the road short-handed. A full complement of brakemen was as much needed in entering Springfield as on any portion of the route. The rule is as follows: "The conductor must see that the brakeman is constantly at his post while the train is in motion."

The delay caused by the need of calling the second brakeman from his place was of sad importance at a time when seconds were valuable.

4. Permitting Mrs. Wilder to ride was a direct violation of rule 69. It is, however, probable that this rule is frequently violated without any reproof.

5. The Board is satisfied that the flagman acted promptly and went as far as he was able toward the approaching train. No blame attaches to him.

6. Nor is any censure due to the engineman of No. 18, except that he should have looked out from the other side of the engine, as the fireman was attending to his fire and could not be at his post of observation. In approaching a dangerous place by a curve some one should look from both sides so as to see any possible danger as soon and as far off as possible. After the flag and the train came in sight, all was done by the engineman that could be done to avoid an accident. No blame attaches to the fireman or the other train hands of No. 18.

7. It has been already indicated that the switchman was free from fault. He followed the general orders of his superior; and those orders were wise in requiring the switch to be closed ten minutes before the passenger train could reach it.

8. The rules and the practice in operating this road seem to be defective in not providing properly for an interval between trains. It should be the duty of a station agent (or of some one) to prevent a freight train from leaving a station with a passenger train due to follow in four minutes, or to warn a passenger train that a freight train has preceded it by five minutes, if such running of trains is allowed. The station agent at Chicopee did not try to stop No. 10; nor did he warn No. 18. In practice he habitually disregarded the rules; and the rules are defective. He says that "if he is outside and notices it," he does sometimes notify a train of the proximity of another, but that the baggage-master more frequently does it. No flag or other signal is provided for, which shall always give notice that a train has passed within some fixed time. At this day no railroad with such an amount of traffic as this road can be said to be properly operated unless it has a system of block signals, or its equivalent, in regular use.

Furthermore, the acknowledged practice on this road is to permit a passenger train to follow a freight train with an interval of only five minutes, while a definite rule forbids a regular passenger to follow another regular passenger train in less than ten minutes, thus guarding the foremost train from the danger of rear collision. But it is unnecessary to say that there is more danger of a rear collision when following a freight train; and the consequences to the passenger train may be serious. The practice at Springfield and that at Chicopee in regard to this particular train were inconsistent. At Springfield, as has been said, the switch was not tended after 12.30, on the presumption that if the freight train was delayed so as to make its arrival

there later than that hour, it would follow the passenger train. At Chicopee there was no such presumption or expectation or rule. And although this accident resulted directly from a violation of rule, a like accident was the natural result of the established practice of the station hands.

The proper organization of a railroad such as this demands, also, the marking of the "yard limits," and the use of a proper form of distance signals to keep trains outside of these yard limits whenever the main tracks are occupied for any purpose. A yard signal one thousand feet north of the Round-hill bridge, or plainly visible from a point one thousand feet north of this bridge, would be a far better safeguard in the working of Springfield freight-yard than any possible use of rear flagmen.

The board recommends an immediate revision of the 'rules and practices under which the road is operated, so that the dangers indicated by this collision may be in future avoided.

By the Board.

WM. A. CRAFTS, *Clerk*.

MAY 5, 1883.

SELECTMEN OF NORFOLK *v.* THE NEW YORK & NEW ENGLAND RAILROAD COMPANY.

This was a petition for an order for a gate or a flagman, or both, at the crossing of the track over a highway west of Highland Lake Grove. After a view of the crossing it appeared at the hearing that a like petition was presented to the County Commissioners in December, 1880, and that a view and hearing were had in February, 1881. Since that time no action has been had, and the case is still pending. It is objected by the respondents that where two tribunals may have jurisdiction, the first acting upon a case acquires jurisdiction, and no other can hear it. This view is sustained by the authorities as well as by good reasons, and the petition cannot be acted on by this Board. The law would be clear if the petition to the County Commissioners had been brought when both boards had jurisdiction. It is more clear, because this case was pending when the act (chapter 117, 1883) took effect, giving this Board power to decide such matters. Jurisdiction of this case has not been given us.

The petitioners urge that two years and six months is a time long enough for them to wait. But this does not give this Board power to act on a case which is before another tribunal. It is presumed that

there is good reason for their delay. But this Board can only say: Prior to May 7, 1883, we had no power to order safeguards at any crossing, and now no power has been given us to order them at this crossing. The petition must be dismissed.

By the Board.

WM. A. CRAFTS, *Clerk.*

JULY 6, 1883.

COLLISION AT IRONSTONE STATION ON THE NEW YORK & NEW ENGLAND RAILROAD JULY 7, 1883.

A freight train of eleven cars going west collided, July 7, with an east-bound passenger train (No. 54) of four cars, doing, fortunately, little damage to property and none to any person. The conductor of the freight train freely admits that he made a mistake in reading the time-card. No. 54 was due at Blackstone at 8.31 and at Jackson's at 8.10. He thought it was due at Jackson's at 8.31, and that he should have time to reach Jackson's and go upon the side-track before it arrived. This mistake caused the collision. The engineer took the conductor's word for the time, and he admits that he was wrong in so doing.

The engineer also states that he saw the passenger train, which had come to a stop at a distance of 500 yards. He reversed his engine, but did not dare to use steam for fear that the engine would go back without any control. He also applied the power-brake. He says that he used sand and called for brakes, but the evidence shows that he did neither, but that he promptly leaped from the engine without taking due care of his train. If he had done his utmost, moving as he was on an up grade of 45 feet to the mile, a collision probably would have been avoided.

By the Board.

WM. A. CRAFTS, *Clerk.*

JULY 9, 1883.

DERAILMENT OF A MIXED TRAIN ON THE NEW YORK & NEW ENGLAND RAILROAD AT MEDWAY, JULY 9, 1883.

The train No. 224 was coming from Woonsocket to Boston, and was made up as follows: A tender followed by an engine running backward, two flats, a passenger, a combination and a milk-car.

West of Medway station, the pilot which was attached to the tender struck a switch-bolt, breaking it off; then took out the planks from the next crossing and at the second crossing, where one plank was caught in the pilot; then, after scraping and breaking several ties, the engine was thrown off the track "and turned end for end and bottom side up." The passenger car was rolled over and several passengers were injured, but fortunately none were killed, and the other cars were derailed and destroyed.

1. It is evident that the pilot caused the accident, but whether it hung too low, and so struck the bolt, or whether the bolt projected too far, and so bent the point of the pilot down, cannot be ascertained. The fireman's attention had been called to the fact that one side of the pilot was lower than the other by the fraction of an inch, but this was not the side that struck the belt. The catching of the plank and the final derailment were natural results of the depression of the pilot.

2. The evil was aggravated by the method of running the engine, and this made it more difficult to detect the trouble. No blame attaches to the engineer or any other train hand. With the tender before him, he could not see the condition of the pilot. The excuse for so making up the train was the fact that a new turn-table was in process of construction at Woonsocket, which was deeper than the old one, and which required some time for completion. This made it impossible to turn the engine. The only fault of the company in this case was their failure to recognize the fact that extreme diligence was required to complete the new construction, and thus to end promptly the dangerous manner of running trains.

3. It is hardly necessary to state that, although it did not affect this accident, it is more dangerous to run a mixed train than a passenger train, if it is run on an imperfect track and at a high rate of speed. No air-brake was used on this train, but an air-brake should have been used. It is true, as the managers of the company say, that it is safe to run such a train at a moderate rate of speed. But this train needed to be run at a rate of 20 to 25 miles an hour in order to make its connection. And when it failed of making connection at Cook Street, serious and annoying delay occurred. An illustration of this occurred on the day of hearing, when the Medway passengers failed to arrive at the office of the Commissioners, because their train failed of this connection. To make a mixed train safe, the track should be perfect.

4. The petitioners who have called our attention to this point have greatly exaggerated the defects in the track, as will be evident to them if they will examine it. The Board made their annual inspec-

tion on June 27, when attention was called to the need of repairs. Upon hearing of this accident and receiving petitions for further examination, an expert was at once sent to view this section of the road, and on the same day the Board (as now constituted) once more carefully examined the track. The former opinion of the Board is confirmed. The condition of the road cannot be called dangerous, if it is operated at moderate speed, but it needs prompt attention, and especially new ties, to take the place of defective ones. This is the more desirable, if such trains as 124 was, are to be run over it. The managers of the road are doing what is needed, but they are doing it in too leisurely a way. They should recognize the fact that here is an exigency for vigorous action. The routine of slow and gradual repair should be set aside in this case, and the fears of the people should be relieved by an immediate renovation of the track.

5. It appeared incidentally at the hearing that the law as to tools and other appliances had not been complied with in all the cars of this road. The managers have already acted upon this subject. Complete and immediate compliance with all the requirements of law is expected.

By the Board.

WM. A. CRAFTS, *Clerk.*

JULY 12, 1883.

NARROW ESCAPE AT BEVERLY, ON THE EASTERN RAILROAD, AUGUST 8, 1883.

The Board has investigated the narrow escape from a collision on the Eastern Railroad at Beverly, because such an approach to a disaster teaches the same lessons as a serious accident.

The train at Rockport, due at 8.19 A. M., crosses the outward track of the main line at Beverly, and goes upon the inward track for Boston. One ball is a signal to come. Three balls, or no ball, is a signal forbidding entrance on the line. When this train, with five cars and one hundred and eighty passengers, on August 8, came in sight of the signal at a distance of half a mile, three balls were up because the express for Portland was occupying the outward track of the line and extending beyond the point of junction. The engineer applied air at once, but the coupling of the air-hose on the baggage-car was blown off, and the brake (a straight air-brake), failed to work. Hand-brakes were called for and applied without delay, but they did not check the speed of the train sufficiently to prevent it from crossing on the main track.

A collision was prevented by the prompt action of John Savage, engineer of the Portland train, who at once backed his train to a point of safety, and by the equally prompt action of Isaac S. Williams the switchman, who threw the switch and admitted the Rockport train to cross the outward track to the inward.

1. This near approach to an accident shows the need of a rule on all roads requiring a slower rate of speed in making such a crossing. This is not a case under the statute, requiring what is known as a "K. N. stop." But some of the reasons for requiring such a stop, apply to every case where the train from a branch crosses one of the tracks on the main line. And every precaution should be used, including a reduced rate of speed. We recommend not only to the Eastern but to all other railroad companies, that in making such crossings the rate of speed be reduced to a maximum of six miles. Such a rule is already in force on some roads. It of course insures reduction of speed at the point where the signal first comes in sight.

2. It is matter for consideration whether the practice adopted on many well-managed roads of using the hand-brakes, is not a safe and desirable one—not only for the crossing of other railroads but for crossing all tracks.

3. No blame attaches to any train hand, but great credit is due to the engineer and to the switchman, for their presence of mind and prompt action, by which a collision was prevented.

By the Board.

CHAS. H. LITCHMAN, *Clerk.*

AUGUST 10, 1883.

FATAL ACCIDENT AT LOWELL, ON OCT. 9, 1883, IN THE STATION OF THE BOSTON & MAINE RAILROAD.

The original cause of this accident was a rear collision between No. 181, a mixed train running from Lowell Junction to Lowell, with a construction train, engaged in laying a second track. This train, consisting of an engine, a passenger car (for workmen), and a flat car, was backing toward Wamesit Station, when No. 181 having the right of way came in sight. Both engines were promptly reversed, but too late to avoid the collision, which crushed the flat car; partly demolished the passenger car, and disengaged the engine by breaking its coupling.

The engine ran rapidly over the three miles distance to Lowell, and dashed into the station, cutting off two large buffers and breaking through a brick basement wall, besides tearing up the platforms.

Unfortunately, an elderly lady, Mrs. Mary Nutter, was transacting some business at the express office in the station, and was fatally injured — probably by the fall of the lantern.

The conductor and engineer of the gravel train, both admit that they forgot that train 181 was due and overdue. They had no right to run on the track in face of this train; and to their negligence this collision, with its sad result, was due.

It is evident also, that the engineer was in too great haste to leave the train, and that he failed to close the throttle, or at least that he failed to latch it. The speed and impetus of the locomotive show that his theory of its being pushed to Lowell by the force of the collision is wrong. It is clear that it went with the throttle open, and it is wonderful that no more damage was done. As the event shows, the engineer would probably have been unharmed had he remained. But the man who takes such a place is bound, in case of need, to run some risk, and his hasty desertion of his post was plainly culpable.

No blame is imputed to either of the train hands of No. 181.

By the Board.

CHAS. H. LITCHMAN, *Clerk.*

OCTOBER 10, 1883.

COLLISION ON THE BOSTON & MAINE RAILROAD, NEAR SOMERVILLE STATION, NOVEMBER 10, 1883.

This was a rear collision between two passenger trains, each having four cars. The Medford train for Boston, due at Somerville at 7.22 P. M., was stopped by the station agent, on account of a broken rail. Orders were given to pass the train in by the outward track, after two freight trains should have gone out. The Medford train backed up to the cross-over switch. The engineman states that the station agent directed this. The agent denies it, but the statement is confirmed by the probabilities of the case, and especially by the fact that the agent stepped on to the train to ride up and stop the inward trains. The flagman left the train when it first stopped, in order to guard its rear with a lantern; got on again when it backed, and went to the rear again when it stopped a second time. When he had gone the length of eight or ten cars, or less, the Reading train for Boston came in sight and, although all the proper means for stopping it were used, struck the rear of the Medford train, bending up the rear platform and doing perhaps one thousand dollars' worth of damage. Fortunately no one was severely injured. The Reading train was due at 7.27, but was four minutes late.

1. It is evident that backing the Medford train in the face of a train due in five minutes was a great error, and one that might have led to the most serious consequences. The engineer erred in this, and we cannot doubt that the station agent contributed to this mistake. But his direction was not an excuse for the engineer, who was not bound to obey it. The conductor also, having charge of the train should have objected to a movement so manifestly dangerous. The passengers have a right to the judgment and vigilance of both the employees in charge of a train.

2. The brakeman evidently did not use proper diligence in guarding the rear of the train. With a passenger train due in less than five minutes it was a case for extreme diligence, and it is evident that he did not greatly exert himself. Like the hands in charge of the train he failed to realize the danger in which the passengers of both trains were placed.

3. The engineer of the Reading train says that he did not see the signal until he was about three trains' length from it. Nor did he see the tail lights. He accounts for this by the fact, that the glare of the head-light from the approaching freight train, which was passing the Medford train at the time, was reflected from the wet rails and track, with almost the same effect as if it shone on a body of water.

The Board cannot say that this statement, coming from a faithful and intelligent man, is not a satisfactory explanation of his failure to see the lights sooner.

By the Board.

CHAS. H. LITCHMAN, *Clerk*.

NOVEMBER 13, 1883.

COLLISION AT ZOAR, ON THE TROY & GREENFIELD RAILROAD, NOVEMBER 10, 1883.

This was a head collision between a construction train of the Troy & Greenfield Railroad and freight train 2d 26, of the Fitchburg Railroad, which was bound for North Adams, but was placed by orders of the Troy & Greenfield management on the east-bound track to allow a passenger train to pass.

The causes of the collision were as follows:—

1. The flagman sent out to guard 26 did not go as far as the rules require, going only from one thousand to one thousand five hundred, instead of one thousand eight hundred feet. He also left the track at the critical time, and on his return neglected for a time to use his flag. This was one chief cause of the accident. The flag

was not mounted as the rules require, and was therefore less conspicuous, but whether this contributed to the result no one can say. Train 26 was improperly left on the track without engineer or fireman, but it is doubtful whether this, although wrong, made any difference in the result.

2. The construction train was not under control as it approached Zoar Station. This is evident from the fact, that it ran three hundred feet beyond the block signal. Without deciding just how fast it was running, it was plain that it ran too fast, because it ran too far. In excuse it is said that the brakemen were "demoralized" by seeing their danger, and this view is confirmed by their own statement, showing an almost exclusive regard to their own safety. But this "demoralization" was a default of duty on the part of the employees of the Troy & Greenfield, and it contributed materially to the accident. In addition to this evidence from results, the record proves that the run from the Hoosac Tunnel Station was made at the rate of thirty-four or thirty-five miles per hour. This excessive speed was a main cause of the collision. Each party being at fault must bear its own loss.

By the Board.

NOVEMBER 15, 1883.

INVESTIGATION OF THE DEATH OF RUPERT E. EVERTON.

The death of Rupert E. Everton on the Saugus Branch of the Eastern Railroad, Nov. 6, 1883, was investigated at the request of his relatives. He went from Boston on the 11.20 p. m. train, and, being very badly intoxicated, was helped by two men to leave the cars at Maplewood. He went a considerable distance from the station, but returned some time after the station had been closed for the night; and in the morning his mutilated body was found on the track. There is no doubt that he was killed by a freight train which passed over the road at a late hour at its usual rate of speed, but there is no reason for charging any person except Mr. Everton himself with any negligence or wrong doing.

Testimony was given by witnesses, who think they heard a signal given of two whistles by the freight train near the spot, and it was argued that this showed that the engineer had seen something and had given an alarm signal, yet failed to stop or to try to stop. But the supposed signal is fully explained by the fact that the whistles

were given at Maplewood and Broadway, two crossings so near that the crossing whistles might easily have been mistaken for a double whistle. And what is conclusive, a double whistle is not the signal that would have been given if an obstacle had been discovered, or if a man had been seen on the track. A double whistle only means "let off brakes." The signal that would have been given, on the theory of the friends of the deceased, would probably have been three whistles or more.

It seemed, also, that the employees of the company were supposed to be in fault because they did not see Mr. Everton after his return to the track. No duty rested upon them so to do. If any of them had seen him, humanity undoubtedly would have led them to help and caution him. But the duty of the company toward him as a passenger was discharged when he left the station in safety. It is not answerable for the infatuation which led him, as it too often leads men in his condition, to use a railroad track as a walking or a sleeping place. For the sad result no one living is responsible.

By the Board.

NOVEMBER 23, 1883.

FATAL ACCIDENT AT GREENFIELD, NOVEMBER 21, 1883.

The Board has investigated the rear collision by which Dennis Hayes lost his life on the Connecticut River Railroad on Nov 21. He and another laborer were riding on the cow-catcher of a construction train consisting of an engine and tender, and leaving Greenfield at 6.40 A. M. following a freight train, which leaves at 6.15 A. M. On this occasion the freight train was delayed by an accident so that it was twenty minutes late in starting. The hands operating the construction train were not notified of this, as they should have been, by the switch-tender, who let the trains out from the side track to the main track. The morning was very foggy. When the freight train was slowing for the K. N. stop at the crossing of the Fitchburg R. R. it was struck by the construction train, crushing the rear of the caboose, and inflicting upon Mr. Hayes injuries from which he has since died.

1. The switchman was at fault in not warning the engineer that the train which he was following was belated. He has left the company's employ.

2. The engineer of the construction train was certainly in fault for permitting the workmen to ride in a position so dangerous. This

had been done before, but without the knowledge of any of the managers of the railroad company. He has been discharged.

3. He ought to have run with extreme caution. In one sense, the fog caused the accident, which would not have taken place if the day had been clear; but he knew that the fog was a source of danger and should have acted accordingly. The force of the blow tends to show that he was running faster than he should have done, but this question is difficult to decide in this or in any case, and we make no finding on this point.

4. The man killed and the man injured were both guilty of negligence, (1) because the workmen had all been warned not to ride on the cow-catcher; (2) because every man ought to know that it is a place of danger.

5. No blame attaches to any of the hands on the freight train.

For the Board.

NOVEMBER 30, 1883.

FATAL ACCIDENT AT THE BOSTON & MAINE RAILROAD STATION, BOSTON, DECEMBER 3, 1883.

The injury to Frank Leger in the Boston & Maine station on December 3, resulting in his death on the 4th, was investigated at the request of several spectators.

The boy, with others who had been playing together after leaving school, had climbed into the shed used for express freight and was running across the track on his way home, in the face of a train backing into the station. An effort to prevent the children from crossing kept others back but failed to save this boy. The station is frequented by boys and girls who persist in using the track for play, and who resist any attempt to prevent them from so using it. This boy had been warned against the practice by the watchman who is employed mainly for the purpose of preventing such dangerous trespasses. His statement is that he has saved more than a hundred lives in similar cases. But all that he can lawfully do is insufficient to put an end to the practice, and prosecutions of offenders would meet no favor with the public or with the courts.

The train which was backing in was under proper control, so that it was stopped after going two cars' lengths. The boy leaped directly in front of it, and was only seen at a distance of two or three feet by

the brakeman, who was in his proper place on the rear platform, and who did his utmost to stop the train.

No blame attaches to any person, except to the unfortunate boy, who was thoughtlessly violating the law, and who has paid for his trespass with his life. It is to be hoped that his death may check for a time the unlawful and dangerous use of railroad tracks at this station as a playground for children.

For the Board.

DECEMBER 6, 1883.

RUNAWAY ENGINE ON THE OLD COLONY RAILROAD.

The Board investigated the accident caused by the runaway engine on the Milton Branch of the Old Colony Railway, December 3, not on account of its results, but because of what might naturally have resulted. And the examination proves to be very instructive. Train 109 left Boston with several cars for the South Shore and with three passenger-cars for the Milton Branch. At Neponset the Branch cars are cut off from the train, and are held on the main track till the engine, which is waiting, backs up and takes them. The cutting off is done by the rear brakeman of the South Shore part of the train and by the baggage-master of the Branch cars. Formerly this was done while the train was moving at full speed, but on November 14 printed orders were given to all employees on the road that passenger trains having cars to drop without stopping should "slow down as slow as is possible without actual stop." This requires a speed of three, or at most four miles. Special attention had been called to this rule after one violation of it upon this train and orders were given not to cut off the cars till speed was properly reduced, wherever the cars should be carried. In this case the rate was much greater, probably exceeding twelve miles when the point for dropping the three cars was reached. The baggage-master made preparation, but delayed cutting off his cars till the speed should be reduced. But the brakeman on the South Shore portion of the train cut off these cars and gave the engineer of the train the signal that he had done so. The South Shore cars passed on as they should have done.

The three cars ran on over the junction toward the engine, which was waiting for them and which had begun to back toward them. The engineer in charge of this engine, seeing them coming, "reversed" and was moving forward, and had probably moved three lengths when the cars struck the tender attached to his engine. The fireman

jumped to the ground, calling upon the engineer to do the same, and the engineer had jumped or was in the act when the collision took place. Both rose and followed the locomotive for a time, but to no purpose, as it ran three and a half miles in four minutes, being then turned by a switch-tender on to a side track, where it struck with great violence a train of freight cars which stood on the siding. Fortunately no damage was done to any person, but the consequences of such an escape by an untended engine might well have been disastrous.

1. The practice of making a flying switch with passenger cars is dangerous, and has often been condemned by the Board. It is far better to bear the certain fault-finding of the passengers who are delayed in order to make a proper stop, than to expose the other passengers and people not passengers to the dangers incident to the making of a running switch. By an order dated December 6, the Old Colony Railroad Company has wisely forbidden this hazardous practice throughout its line. And a like rule is recommended for adoption for any railroad managers that now permit running switches to be made by passenger trains.

2. The engineer of Train 109 is not free from blame. He did not reduce speed as the rule required, nor nearly as it required. He says that he intended to reduce it further, and that it was only an error of judgment as to the time and manner of applying the brake, such as often must occur. It is impossible to dispute this, and in dealing with a man like him, of excellent character and record, he is entitled to the benefit of the doubt. His fault, if his statement is correct, was that of the engineer who unintentionally runs beyond a station from miscalculating the force of the brake, or from the state of the rails or some other cause. This is a matter of frequent occurrence, and is not visited with severe censure. But this engineer had, about a week before, done the same thing, and inquiry had been made, and fresh and stringent directions had been given, commanding strict obedience to the rule. A second error of the same kind ought not to have occurred within ten days. But for this error no trouble would have arisen.

3. The brakeman was clearly wrong in cutting off the Branch cars. He did it, because the place was reached where it was usual to cut them off. But he acted in violation of an important rule to which his attention had been called recently. If he knew that the speed was too great, he had no excuse for what he did. If he did not notice the speed of the train, his judgment cannot be depended upon.

4. The engineer of the Branch train was culpable for deserting his charge, especially after he had started the engine forward. He would

have been in no great danger, had he remained, but he ought to have been willing to run some risk rather than to expose the passengers in an outward train and travellers across the highway to the hazard of being struck by a runaway locomotive. No one should undertake the duties of a locomotive engineer who is not willing, upon occasion, to expose himself to some risk in the discharge of his duty for the sake of saving others from injury and death. The engineer in this case was struck with panic, and did what his own cooler judgment would condemn.

5. The same remarks apply to the conduct of the fireman. Both have been discharged, as well as the brakeman who cut off the cars.

By the Board.

DECEMBER 8, 1883.

DERAILMENT OF A CAR ON THE BOSTON, BARRE AND GARDNER RAILROAD, NOVEMBER 28, 1883.

The train, made up of an engine, baggage-car, smoker and passenger-car, started from Winchendon for Worcester at 12.30 p.m., and left North Worcester about 2.08 p.m. After running about 350 feet, and having attained a speed of not more than 12 miles an hour, the third car, which was crowded with passengers, left the track on the outside of a curve of $4^{\circ} 55'$, breaking the coupler and rolling down the bank a distance of 58 feet. The embankment was about 15 feet high. Thirty-eight of the passengers were more or less injured, and two of these have since died. No time was lost in sending medical and other aid; and the wounded were cared for with promptness and humanity by the neighbors and by persons connected with the railroad.

The Board have made as full investigation as possible, hearing many witnesses and viewing the spot and examining the cars by themselves and by experts. It is fortunate that in addition to the two experienced witnesses who visited the scene at the request of the Board, several railroad men of skill and intelligence, who happened to be in the neighborhood, investigated the facts upon the spot. It is a matter of regret that owing to unusual delay in the receipt of the news in Boston, we were unable to make any inspection until the immediate needs of traffic had led to some repairs which necessarily affected somewhat the appearance of the track. In this, as in other cases, the accident itself caused some obscurity, making it difficult to distinguish between the causes and the consequences of derailment.

There was a conflict of testimony as to the condition of the track. But the evidence of disinterested experts, as well as that afforded by inspection, was all in one direction. The track, although it was not, and is not expected to be, up to the standard of the best portions of the best roads, was in a fair and safe condition. The rails were of Washburn iron, 56 pounds to the yard, and they were laid in October, 1881. The ties were of chestnut, in fair condition, and the tie where the wheel began to ride the rail is in position now, and is perfectly sound.

The state of the track at the point where the trouble occurred was chiefly of consequence as bearing upon the question, whether the accident occurred by reason of the spreading of the rails. The Board are clearly of opinion, as were all except one of the experts, that there was absolutely no proof of the spreading of rails, while there is almost conclusive evidence that it could not have occurred. The fact most clearly shown in the case is that the rear truck of the car did not leave the rails until it was thrown from the embankment. This was shown by the marks on the sleepers, with the absence of any marks by the wheels of the rear truck, and by the testimony of persons in the train, including one who rode all the way up to the point of leaving the embankment standing over the truck. But if the rails had spread and let the forward truck drop between them the rear wheels ought to have dropped on the ties, and the fact that they did not do so is conclusive proof that this did not happen.

There was a conflict of testimony as to the width of gauge as it appeared after the accident, at the point where the trouble began, but the weight of evidence shows that the track was not "wide gauge," the excess over standard gauge being only half an inch—a proper "lee-way" on such a curve. But the exact width is of little consequence if, as we believe, it is proved that the accident was not due to the spreading of the rails.

The first thing that occurred to many railroad men upon hearing of this accident was that "the trucks did not curve," thus forcing the wheels to "ride the rail." Upon examination, a probable cause for this appeared in the fact that the curve-plate on the left-hand side of the forward truck was bent out of position, one bolt being broken and one bent. This would inevitably prevent the truck from curving properly. So that instead of following the curve, it would keep on straight, running over the rail on the embankment, as this truck did. It is, of course, impossible to say with certainty that these bolts were injured before the derailment and not by the derailment. But if broken and bent before, that is a sufficient cause for the accident; and no other plausible reason has been suggested for it. It is quite pos-

sible that the breakage occurred when the heavily loaded car passed around the last curve before reaching North Worcester. And if this did happen, the wheels would at the next curve act just as these wheels did, and just such an accident would result. In our belief this was the cause of this sad event. And if this was its cause, it could not have been detected at Winchendon or at Gardner, where the wheels were tested, because it probably had not occurred when the train was there, happening in all probability at the last sharp curve.

It was suggested that centrifugal force might have thrown the car from the curve, but there is nothing to sustain this theory. The outer rail was elevated $2\frac{1}{8}$ inches, an abundant elevation for a curve of $4^{\circ} 55'$. This would be safe for a fast train, but this train could not by any possibility have attained a speed of over 15 miles after leaving North Worcester Station, and it was probably moving at a much slower rate.

The Board is compelled to notice one unfounded accusation against the managers of the road. It has been alleged that some of them, with intent to destroy evidence and mislead the Commissioners, removed the rail on the right hand or inner side of the curve where the wheel began to leave the track. The charge is fully and indignantly denied by the representatives of the company. And we have seen nothing of them in this matter or heretofore to lead us to lightly credit such a charge. The rail was removed in the presence of a large number of witnesses, perhaps a hundred, when the track was put in order, after the accident. We have the rail at our office. It is somewhat "broomed," mostly on the outer side of the rail, and it is not strange that it should have been removed when repairs were made, although it might well have remained for some time longer. It is clear to the Board that the condition of the inner rail of the curve is of no weight in explaining this accident. The force and the wear are on the outer rail. So well is this known that it is not unusual to exchange rails from one side to the other, placing the worn rail of the outer side in the position where no stress will be laid upon it. On this one point all the railroad men who have testified, agree: That the condition of this particular rail had no bearing on the accident, and has no tendency to explain it. The gentlemen who operate this railroad, even if they were less honorable than we believe them to be, would not take pains to destroy a piece of evidence that could not tell against them. And those who brought the charge would not have been misled into making it if they had been more familiar with the practical working of railroads.

Some question has been raised as to the character of the car. Its

present condition is the best evidence, and it shows great strength and perfect soundness of frame, having been little damaged except by the cutting of the panels necessary to extricate one or more of the passengers. The presence of the tools in the cars and their ready use illustrated the wisdom of the act of the legislature which provides for them. And Chilson's railroad stove, which was used under that act, proved to be all that could be desired. The rods which held it in position were unbroken, and the door remained locked, thus saving the passengers who were hurled down the bank in the car from the added danger of fire.

By the Board.

DECEMBER 17, 1883.

[H.]

TROY & GREENFIELD RAILROAD.

TROY & BOSTON RAILROAD COMPANY, v. MANAGER
OF TROY & GREENFIELD RAILROAD.

The President of the Troy & Boston claims that a change made by the Manager of the Troy & Greenfield for telegraphic services rendered to his company is a matter included in the contract between the Company and the State, and that the State is bound under Clause 1, P. 2, to render such service, and to "provide as heretofore all employees necessary for such purpose," without charge.

The General Manager, admitting that he is bound to telegraph train orders, etc., over his own road and to furnish operators therefor, denies that the service in question is included in the contract, or that it has been rendered heretofore.

And the Board find: 1. That such service is not provided for in terms, by the contract of December 22, 1880. 2. That it did not properly come within the purpose of that contract which referred only to the operation of the Troy & Greenfield Railroad, by the Troy & Boston Company. 3. That the clause relied on by the President of the Troy & Boston, distinctly refers to the operation of the Troy and Greenfield alone. 4. That "heretofore," i. e., before the contract, corresponding service was not rendered by the Troy & Greenfield, but that the work was done and paid for by the Troy & Boston Railroad Company.

Such has been the understanding of companies having like contracts.

As this charge does not grow out of the contract, the Board has no jurisdiction. And it decides under the supplementary agreement of

February 10, 1882, that the claim of Mr. Robinson, that this charge is covered by the agreement of December 22 is unfounded.

By the Board.

MARCH 16, 1883.

AUGUST 7, 1883.

DEAR SIR:—In answer to yours of August 3, I would say that the Board has approved the Cooke all-rail Safety Switch, the Hopkins Safety Switch, the White Safety Switch—also “the Gordon and Duggan Safety Switch, provided that the rotating piece and head chain be made of steel or gun metal”—also the Lorenz Switch as described in the plan and application of the B. & A. R. R. Co. *the provisions applying to the device used in their freight yard, including the standard used therewith, situated in immediate proximity to the point rails. The Board reserves for consideration any question as to the use of like switches operated from a distance.*”

Also the point switch in the yard of the N. Y. & N. E. R. R. Co., provided it be used without a lock or latch, and only in yards or at junction points where locks and latches need not be used, and where some one will be stationed to attend the switch.

The Tracy Switch stand to be used in connection with the point switches of the B. & A. was also approved. And the Tracy Safety Switch including stand, as examined in the Fitchburg freight yard was approved.

You will see that I cannot say yes or no to the question of the Lorenz Switch. In its original form it was not favored by the Board, and was the especial aversion of the late Mr. Briggs—a valued member till his death.

The B. & A. Switch is a compound of Lorenz and Mansfield, and lacks the elements of danger found in the spring.

Yours very truly,

THOMAS RUSSELL, *Chairman.*

A. W. LOCKE, Esq., *Manager T. & G. R. R.*

DANIEL ROBINSON, Esq., *President Troy & Boston R. R. Co.*

DEAR SIR:—The following rule was ordered by A. W. Locke, Esq., Manager Troy and Greenfield Railroad, and Hoosac Tunnel:

TROY & GREENFIELD RAILROAD AND HOOSAC TUNNEL

“Special Notice No. 74.”

“Except in case of accident, when it may be found necessary to do otherwise, all freight engines hereafter leaving North Adams will take trains when the same are ready for the company owning the engines.

“Each engine taking out a train on a down grade will haul at least as many cars as it brought in, if they are ready.

“A. W. LOCKE, *Manager.*

“NORTH ADAMS, April 12, 1883.”

The companies operating the Troy & Greenfield Railroad and Hoosac Tunnel were notified of the above rule. The Troy & Boston Railroad Company objected and gave notice of its objections.

And thereupon the Railroad Commissioners duly notified said company and Manager Locke to appear at the Mansion House in Greenfield, on September 6, at 7.30 P. M., to be heard thereon. And Mr. Locke appeared with his witnesses, and was fully heard, and the company was not represented. And the Board approves said rule, with the following amendment:—

The above rule shall be modified in case western connections refuse cars at Troy or Mechanicsville, and satisfactory evidence of such refusal is brought to the Manager's notice. Then there may be stored upon the Troy & Greenfield Railroad, such a proportion so refused as the miles of Troy & Greenfield Railroad run over by the operating company having custody of the cars, bears to the whole number of miles operated by such company.

By the Board.

[I.]

TRAIN AND STATION ACCOMMODATION.

SELECTMEN OF MEDFIELD *v.* NEW YORK & NEW
ENGLAND RAILROAD COMPANY.

The petitioners represent that the station in their town is so out of repair that it does not afford proper shelter to passengers, and they ask a recommendation that a fit station should be placed at the point of junction with the Old Colony Railroad, according to the authorization of relocation asked for the New York & New England Railroad Company, passed August 24, 1881. The testimony fully sustains the petition, and it is not denied that the travelling public is suffering from the long-continued neglect to provide a proper station. This should no longer be delayed on account of negotiations between the various corporations interested. While they are negotiating the public are suffering. The town has expended, and is expending a large sum to provide access to the proposed station, on the faith that it will be built. This road will be completed before the new building can be. The construction of a similar station at Walpole, now going on, shows that the work can be done at this season. The Board recommends that the building of a proper station and freight depot at Medfield Junction be begun at once and promptly finished.

By the Board.

JANUARY 17, 1883.

PETITION OF S. P. RICHMOND AND OTHERS *v.* OLD
COLONY RAILROAD COMPANY.

This was a petition from seventy-nine inhabitants of Berkley and Freetown, who use Myricks station, and who desire that the express

trains which leave New Bedford at 7.25 A. M. and Boston at 4.45 P. M. may stop at this station, as all trains have heretofore done.

The chief grievance of the petitioners appeared to be a want of convenient trains to and from Taunton. Next to this they desired better communication with Providence; and a few witnesses complained of poor facilities for visiting Boston and returning. Other complaints were made informally and considered without objection.

1. The number of passengers taking and leaving the station at Myricks is shown by the following table:

Number of passengers to and from Myricks and Boston, via Taunton, one year to Sept. 30, 1882, 323; average per day, 1 3-100.

Number of passengers to and from Myricks and Taunton one year to Sept. 30, 1882, 2,647; average per day, 8 48-100.

Number of passengers to and from Myricks and New Bedford one year to Sept. 30, 1882, 2,055; average per day, 6 59-100.

Number of passengers to and from Myricks and Providence one year to Sept. 30, 1882, 471; average per day, 1 51-100.

The number of passengers between Boston and New Bedford in a year is 76,693; and the number using the trains in question is about 45,000, or 35 for each train. This, therefore, would appear to be a question between the reasonable rights of the many and a privilege desired by the few. It is true that the convenience of each passenger at Myricks would be promoted by a stop to a greater extent than that of each New Bedford passenger by omitting it. But the number desiring a rapid passage so greatly preponderates that it would be unreasonable to delay them if the people at Myricks have fair facilities. They now have twelve trains between their station and Boston, a number far beyond that of most places of the size. And of those trains seven go by the way of Taunton. It is true that the last train arrives from Taunton at a somewhat late hour, 7.25 P. M., but it would be a hardship to delay the full train on its way to New Bedford in order to leave the probable passenger from Taunton to Myricks. And the same is true of the fast train from New Bedford to Boston.

This is not a question between the corporation and the people, but between the people of two places; and the balance of convenience seems to be against the proposed stop. The railroad managers would like to accommodate both places and all places on their line. But the desired change would produce well founded discontent, resulting probably in an appeal to this Board.

The fact that this train has been late twice during a month, from accident such as is liable to happen on every road, ought to have no

weight in the decision of this case. It is recommended that special care be taken to insure its arrival on time.

2. So far as any question of law is concerned, the number of stoppages at this station has not been reduced, a new train having been added when the New Bedford train became express. The stopping at the "know nothing" station on the downward trips has become unnecessary under the law as we understand it, because it is no longer true that "two railroads cross each other at the same level." The law does not apply when the tracks of one railroad managed and operated by one head cross each other.

3. The complaint that the "Rhode Island road," a main highway of the town, was not flagged on the passage of the express train seemed to be well founded, although the selectmen have not acted in the matter. But all need of recommendation was anticipated by an order of the superintendent that without waiting for action of the municipal authorities this duty should be performed by the station agent. The order took effect on the day of the hearing.

4. Complaint was also made as to some of the local fares, — especially the fare between Myricks and Taunton. This charge of twenty-five cents for six miles is certainly excessive and disproportioned to other fares on this road. It is for the interest of the people and the company alike that it should be greatly reduced. In explanation it was stated that this and a few other fares between way stations were remainders of the policy of the Boston, Clinton & Fitchburg Railroad Co., and that they would be revised in April next. The Board recommends a substantial reduction of this and like fares.*

By the Board.

FEBRUARY 28, 1883.

SELECTMEN OF MEDWAY *v.* NEW YORK & NEW ENGLAND RAILROAD COMPANY.

A full hearing was had at Medway, where the leading citizens of the town gave their views freely. The corporation was represented by counsel and by some of its officials.

The petitioners ask that the corporation be recommended to give their community better facilities, and they rest their claims not only on the general law, but upon a special agreement made by the Boston, Hartford & Erie Railroad Company, the predecessors in title of the

* This was done promptly and in a satisfactory manner.

respondents, giving assurance that this portion of their line should not suffer any diminution of facilities for a term of years not expired, and that its facilities should be increased to correspond with those of other portions of their road.

The company denies any claim under this agreement, because it now represents the mortgagees who have foreclosed their mortgage on the old Boston, Hartford & Erie.

It would seem that all rights which the petitioners ever had under the agreement must remain to them now, for neither by outright deed nor by deed of mortgage could the Boston, Hartford & Erie convey any greater estate than they had. Whatever incumbrance existed on their property, that incumbrance rested on that property in the hands of a mortgagee. If it was incumbered by a valid contract, that incumbrance was not removed or affected by a conveyance in mortgage; and it is quite as clear that the mortgagees could not by foreclosure enlarge their estate to the injury of parties having a prior claim. In other words, a right existing against the Boston, Hartford & Erie Railroad Company could not be destroyed by any subsequent dealings between that company and a third party.

But it is unnecessary to consider this further, because the petitioners in this case ask only reasonable rights, such as they are entitled to without regard to special agreement. Their claim, in general, is that the portion of the road on which they live has been neglected and treated as a worthless branch; that facilities have been so withheld that business has languished, and that the depression of business has been used as an argument for further neglect. And the result has been to retard the progress of their industries, and to give to their town a position comparatively retrograde. They say that old enterprises suffer, new ones are discouraged, and that manufacturers prefer towns which are more favored, not by nature, but by railroad accommodations.

The company replies that this line of road does not pay its expenses and that they cannot afford substantially to increase its facilities.

In answer, it is said that the want of proper railroad service in the past is a leading cause why business has not increased more. It is also said with truth that the amount received on a portion of a line is not always, nor in this particular case, an exact index of the value of that portion. It is further urged that if this branch is, as alleged, a mere burden, then the company should endeavor to dispose of it. There have been times when it could have been sold, and now it cannot be doubted that it could be given away to a corporation which would operate it. Certainly, if a line of railroad is worth holding to

prevent a rival from using it to the disadvantage of the owner, or for any other purpose, it cannot be said that it is held at a loss. And for whatever purpose it is held, it must by law be operated to the reasonable accommodation of the public.

And the receipts on this line are not so slight as the company would seem to suppose. This community, including a portion of Franklin, which transacts business at Medway, embraces 5,000 inhabitants, who are an industrious manufacturing people, furnishing a good amount both of travel and of other traffic.

It is also apparent that one cause for the comparatively slight amount of receipts is the want of facilities furnished heretofore. Business has been diverted from this line instead of being developed, and great projects for obtaining traffic (more or less profitable) have apparently interfered with the first duty of the company, which is to build up local business, and thereby to secure at once profit for itself and prosperity for our own people.

Several points were presented for special consideration :

1. The stations at Medway and West Medway were represented as insufficient and uncomfortable. And it appeared that in summer they were in such condition as to render them indictable nuisances, liable to be suppressed by authority of law. It also appeared that there were not proper facilities for the delivery, reception and storing of freight, and that the business of the town was under serious disadvantage from this cause. These allegations were not denied, and it was said that the company designed to remedy the defects of which complaint is made. It even appeared that, as to one station, such had been their intention for two years.

The Board recommends that this be done at once ; that new, and fitting passenger-stations be erected at both these points, and that proper facilities for the storage of freight be provided, either by using the present buildings or by constructing new ones. And it is especially recommended that this be done promptly, for the people on this line have a right to feel that delay such as they have suffered is a denial of their just rights.

2. It was urged that the company ought to furnish an assistant to the agent at each station, so that he might aid in unloading, and especially in loading, freight. And it was shown, and it was well known without testimony, that brakemen cannot be trusted to load delicate freight—such as paper, which is made in large quantities at this point. Certainly, better provision is needed for this purpose ; and, if the railroad company cannot afford to furnish additional help, they ought to leave at the stations, constantly, freight-cars into which

shippers can conveniently and at their own time place their freight; and we recommend that this be done.

3. The freight of coal from Medfield Junction to East Medway (three miles), and also to Medway and West Medway, is 65 cents, although it is delivered at Medfield Junction in cars of the Old Colony Railroad ready for hauling. The freight charged by the Old Colony Railroad for loading at Somerset and hauling 33 miles to the Junction is 90 cents. The discrepancy is enormous, and the charge is exorbitant.

The object may be to prevent any supply from that source. But this does not make lawful a charge so unreasonable. The people of Medway have a right to the benefits of competition, and to a choice as to the source of supply, and to take advantage of a market possibly more favorable. We recommend a substantial reduction of this rate.

4. Serious complaint was made of inequality and delay in the delivery of freight, and this was said to have been so great as to gravely affect the business of the town. We forbear to state any of the details because the company has endeavored to set this matter right, and its efforts have not been without good results. This has not been fully tested, because it is the dull season of the year, especially for the boot and shoe trade. The parties before us only asked an assurance of the delivery of freight in Boston within 24 hours. This is a most reasonable request, considering that the distances are 25 and 27 miles, and so much despatch should be made certain. While it is for the interest of the railroad company to send freight by a circuitous route via Mill River, and while the people do not object to this route in itself, care should be taken that no substantial delay results from this choice of route. We recommend extreme diligence in meeting these reasonable desires of the community as to freights, whether eastward or westward bound. The refusal to give freighters a receipt is a breach of positive law, for which a penalty is provided by sect. 187, chap. 112, Public Statutes, and no action by this Board is needed.

5. The condition of the track was criticised as a hindrance to speed, and as a source of danger, and it was in evidence that printed orders had been posted restricting the speed of passenger trains to 15 miles per hour over a portion of this line during part of this season. The travellers over such a road have a right to expect something better than this. The Board is accustomed to hear cold and frost and wet urged as defences for all the shortcomings of railroads and their operators. But the managers of a road must know that a New England winter is liable to bring a low temperature, and even an approach toward zero is not an excuse for frequent broken rails and for habitual

slowness of rate. We do not censure the order, but the neglect which made it necessary. A safe track at every point is the first duty which every railroad company owes to the public. The Commissioners had hoped that this would have been furnished before; they have gladly noticed some improvement, and have perhaps been remiss in not pressing more urgently this matter upon the managers of the road. The Board now recommends to them immediate attention to the state of the track. Whatever larger and more interesting matters may engage their thoughts, they ought no longer to leave this duty undone.

6. Gentlemen from Medfield and Dover were said to be present, but did not submit their views or urge any special grievance or wish. The Board has already given its opinion as to the need of prompt action in erecting a proper station at Medfield.

By the Board.

MARCH 21, 1883.

JAMES DRAPER AND OTHERS *v.* WORCESTER & SHREWSBURY RAILROAD.

This was a request, dated March 3, 1883, to the mayor and aldermen of Worcester for a petition to this Board on complaints as to fares, facilities and general management on the road of the company. Being denied by them because of want of "sufficient information as to the grounds of the request," it came before the Board under the provisions of section 17, chapter 112, Public Statutes, and was heard at Worcester.

Some of the complaints were met in full, and others in part, by changes advertised on March 5, to take effect April 1. The remaining questions are considered as follows:—

1. The most important question related to the alleged abandonment of certain stations, which it is claimed have been established and maintained for five years, and which by sect. 156, chap. 112, the company is forbidden to give up. The company admits two stations, viz.: Bloomingdale and Lake View, besides the terminal ones at Worcester and Lake Shore. The petitioners contend that seven other points have been so used for five years as to constitute stations. If this were true the company must continue to stop at these points as they have done, however disastrous to the enterprise and inconvenient to the bulk of its passengers such stopping may have become. But admitting that a station may exist without the erection of a build-

ing or even the ownership of land, distinct evidence of an intention to establish a station must in such cases be given before this burden is placed upon the company. Such proof has not been furnished. The testimony undoubtedly shows that it was the practice to stop at nine places between the termini, but it shows more. It was the practice to stop wherever a passenger wished to get on or off. Mr. Draper stated in his opening that it was understood that "stops were to be made as by street cars." This is confirmed by Mr. Barker, one of the petitioners' witnesses, formerly superintendent. He says, "we stopped wherever a man wanted us to." Again it was stated "the whole line was a station." No doubt, stopping was more frequent at the points named, because more passengers desired to take and leave the cars at those points, but on this evidence the clear proof is wanting which binds the railroad company to maintain stations at all these points. The company has for three years regarded five points as stations, but in the return for 1879 (published in 1880) it recognized only four, and before this it recognized only three; and this statement although made by the company itself, and not strictly evidence in its favor, was made before any question arose or any motive for a false statement existed; and the returns are signed by parties whose testimony is relied on to prove the existence of a greater number of stations. Even the fifth station recognized by the company for three years, and understood to be "Draper's Station," has not on the proof been so maintained for a period long enough to establish its continuance as a right. And there are facts which conflict with the idea that this is or should be recognized as a station.

2. Assuming that the law does not compel such stops, we consider next the reasonableness of recommending them. There are two objections to the old mode of running the road. It would discommode the great mass of the public to have 11 obligatory stations on a line of 2.7 miles, which is mainly supported by passengers going to and from the Lake in great numbers for the sake of health and pleasure. To compel crowded trains to make so many stops for one passenger at each point, without regard to grade or to the number of passengers in the cars would be to sacrifice the reasonable rights of the many to the convenience of the few. The old method of stopping whenever and wherever a passenger desired to get on or off is dangerous, and tends to cause such sad accidents as that of Jan. 11, 1882, at Lake View. Certain trains at the times which will best accommodate residents on the line should stop regularly at all points, and we think that at least three each way should so stop. Others should stop when desired if it is not rendered impracticable by the weight of the train and the grade of the road at the point. The lan-

guage of the order making it depend upon the "consent of the conductor" was unfortunate because it apparently leaves the question to his caprice, and allows him to discriminate between persons and to show favoritism. A better rule would be that he should stop when requested if it is practicable.

3. Residents' tickets, meaning persons living or doing business on the line of the railroad, are to be sold at 50 cents for ten rides, or \$1.00 for 20 rides. The petitioners ask that the privilege of buying commutation tickets at these low prices be offered to all persons. The Board see no reason for this request. The objection of discrimination was made to this arrangement. But no law of this State forbids discrimination in passenger rates. This was distinctly decided in *Spofford vs. Boston and Maine Railroad*, 128 Mass., 326, and it was held lawful to charge one passenger \$32.00 per quarter for the precise service which was rendered to others for \$16.00. And the legislature of 1882, while changing the law and forbidding discrimination in freight rates, made no such enactment in regard to passenger fares.

Nor is such discrimination as is here allowed in favor of residents and habitual customers improper or unusual. The practice of issuing commutation tickets at a low rate is almost universal, and is practically confined to residents on or near the road of the company that issues them. By this practice transient persons who have occasion to buy a few tickets from time to time, and who pay little regard to the price so paid, enable the company to carry its regular customers at a lower rate and with better facilities. To abolish such a practice is, in the end, a positive injury to those living on the line. It is, however, recommended that a liberal construction be given to the word "residents," and it is believed that if this had always been done no complaint would have been made on this score.

4. Hospital tickets at the same rate as residents' are sold with the added convenience of coupons. This, also, is objected to as discrimination. The legal question has been already disposed of. Such tickets are sold because the managers regard the officers and attendants at the hospital as one family, whom they can trust to use the coupons without fear that they will transfer them to others. It would be unwarrantable interference to attempt to control this exercise of discretion by the managers. They have strong reasons for trying to attract this class to their road, because the Hospital lies at some distance from it, and because it is, as to these passengers, subject to competition which might readily become keen and injurious. The frequent changes in this family of a hundred persons make this form of ticket more desirable than in a smaller and more stable family.

The objection is founded, not on any injury done to other passengers, but on a mere convenience to this class. Such an objection ought not to be favored. As to fare, jurisdiction of the Board so far as concerns steam railroads is limited to recommendation, and is usually to be exercised only in cases of palpable overcharge. It is not sufficient that exercising discretion as managers we might advise a reduction of some of the way fares, or the sale of a round trip ticket at a reduced price. In order to justify intervention a clear case of wrong must appear, and this has not been shown.

It is said that skaters are allowed to go and return for 15 cents, while non-residents travelling on business pay 10 cents each way. But this, it need hardly be said, is not done as a favor to skaters, or as an encouragement to skating in preference to business, but it is done in a sort of holiday season to induce skaters and spectators to go in numbers. Even if discrimination in passenger rates were unlawful, here is no discrimination, for during the season of trip-rates all are free to go at the reduced price and no investigation is had as to their object in going. It is the ordinary case of excursion tickets sold at a low rate to all who wish to go on an excursion.

As to children's fare three cents seems to be a reasonable charge, and it is the almost universal rate in street cars. The Board see no reason for extending the limit for children not attending school, from 12 to 18 years. But as to quarterly tickets there seems to be no reason for charging \$9.00 in advance for 91 days including Sundays. Unless the passenger can ride on such a ticket more than twice a day, this price should be reduced.

By the Board.

MARCH 23, 1883.

SELECTMEN OF HOLDEN *v.* BOSTON, BARRE AND GARDNER RAILROAD COMPANY.

The selectmen and a great number of citizens of Holden ask the Board to recommend an early train to Worcester. At present no passenger train on the Boston, Barre & Gardner Railroad arrives there before 10 A. M., and this is uncertain, and, as the company admits, must, under present arrangements, continue to be uncertain, and likely to be so late as to fail of connection with trains for Boston. It is therefore impossible to arrive at Boston at any convenient hour, to have a full day in Worcester for business, or even to reach the courts

in due season. But the chief difficulty is for workingmen living in Holden and doing their work in Worcester. A dozen of such men now make daily use of an omnibus, returning by rail. It was thought that the number would be greatly increased if the desired facilities were furnished, and that many residents would be attracted to Holden, where they could have pleasant and healthful homes. Summer residents also would find it a desirable place. And it was shown that, when an early train was run, several new houses were built, and the population of the central village was increased, while since the train was withdrawn a number of residents had removed and rents and values had greatly decreased.

The petitioners feel that their claim to have accommodation is strengthened by the fact that the managers of this company induced the town to subscribe five per cent. of their valuation, amounting to \$44,800, in addition to individual subscriptions, and they claim that the vote of the town, by which the original municipal subscription of three per cent. was increased to five per cent., was obtained by the promise of an early train, which would make Holden a desirable suburban residence for those whose place of business or labor was in the growing city of Worcester.

The respondents say that the railroad is unprofitable, and that they cannot afford to put on a train which will not pay its expenses. And there was evidence, although not definite or satisfactory, tending to show that when the train was run it did not directly pay the cost of running.

But it is hardly necessary to say that the mere fact that a train or a station does not pay for its cost is not conclusive evidence that it ought not to be maintained. It has often been repeated that railroad companies are not private enterprises conducted solely for gain, but public corporations which have received great privileges, and owe a return to the community. The law-making power has entrusted them with the exercise of the right of eminent domain in order to secure advantages for the people of the State. Those advantages the people have a right to demand. The duty, as well as the power, of furnishing reasonable accommodation for the public has been granted by the State and accepted by the corporation.

These familiar principles are peculiarly applicable here. A road has been chartered to a great extent for through freight traffic; it subsists mainly on that traffic, and is operated for it. But, in return for the privilege of taking a right of way by law, it would be bound to furnish reasonable accommodation to the people on the line, even if every station built and every stop made were a source of unremunerated expense. The amount of business and of receipts no doubt

affects seriously the reasonableness of demands for facilities. But it is not of itself enough to condemn a request for any special accommodation to show that it will not be profitable to the corporation. A case might be imagined where a railroad company could be most profitably operated by running express trains from a point beyond the borders of the State to a terminus within the State, but no such operation of a road would ever be allowed in Massachusetts, if residents on the line desired reasonable accommodation. We say it might be imagined. In fact, policy, as well as duty, should teach railroad managers to build up local business on which they can rely; and more than one railroad company in this State has been injured by spending its strength in grasping unprofitable through business and neglecting to build up traffic on its line.

In addition to these general principles the petitioners have a peculiar claim because of their municipal subscription. Not only was the land of the people of Holden taken under the right of eminent domain, but five per cent. of their property as valued was taken, on which interest is annually paid by the exercise of the right of taxation — a further illustration of the fact that this railroad company is by no means a mere private enterprise for earning dividends. And the claim is strengthened by the fact that they were induced to act as they did by the promise of just such an accommodation as they now ask. The positive recollection of the witnesses as to these promises is convincing proof that they were made, and it is confirmed by the probabilities of the case. The second subscription of the town was conditioned on the change of route to the Centre, and undoubtedly was given in the expectation of an increase of population and of taxable property growing out of the residence of men whose business and work should be in Worcester. It is true that no binding contract to this effect could be made, and no such contract is asserted, but the equitable claim of the inhabitants of Holden is greatly strengthened by the fact that this inducement was held out to them before the majority passed the final vote for subscription.

And still further, it is admitted by the respondents (if it were necessary to prove the fact) that there was a special purpose apart from commercial profit in constructing the Boston, Barre & Gardner Railroad, and that purpose has been accomplished. It was part of a system designed to keep the great county of Worcester undivided, and if the road never pays a dividend, its chief promoters will not regard it as an entire failure. While the founders of the enterprise thus receive indirectly a public good, the town of Holden has a fair claim to the promised benefit, which, in making its subscriptions, it desired more than it did the profit of dividends.

Apart from these views, the interests of the road would seem to require such facilities as the people ask. Considering the situation of Holden, and the growth, present and prospective, of Worcester, there are few places in the State where a local train would, if its running could be assured permanently, work more surely for the development and creation of business. Certainly there is little now; but this is a case where the true policy is not to postpone facilities till traffic comes, but to grant facilities in the faith that traffic will follow. To some extent the experiment has been tried. Holden was gaining while the train was run, and it lost when the train was withdrawn. The general loss of local travel to, and from Holden may not be fully accounted for, and perhaps ought not all to be charged to this account, but it does not tend to show a wise operation of the road between Holden and Worcester. We believe that, in time, such facilities as are asked will directly and indirectly more than pay for the cost. That cost, owing to the present need of sending out pushing engines for freight trains to overcome the grade from Worcester to Holden, and the ease of running down that grade, on return trip, will be moderate. The board does not desire to indicate the exact mode of meeting the wishes of the petitioners. Whether the train shall start from Holden or Jeffersonville or elsewhere; whether a combination or dummy car shall be used; whether a turn-table or a Y shall be constructed, is for the directors to decide. We would only say that it is not recommended that any train should be drawn by an engine reversed, and that in settling details of the management it should be felt that it is not to be regarded as a brief experiment but a fixed policy. And the Board adjudges that the reasonable accommodation of the people of Holden requires that an early train, substantially as asked by the petitioners, be run from Holden station to Worcester, and recommends to the president and directors to take early steps for operating such a train.

By the Board.

APRIL 10, 1883.

SWANTON BRIDGE STATION IN WINCHESTER.

SEPTEMBER 10, 1883.

On the petition of George E. Rogers and others for a recommendation to the Boston & Lowell Railroad Company to place a flag station at Swanton Bridge in Winchester, the Commissioners having heard the parties are satisfied that the reasonable wants of a large

number of people require such a station, and also that the interests of the company will be promoted by its establishment.

The Board therefore recommend that a flag station be located near Swanton Bridge, and that one morning and one evening train, each way, shall be stopped, if flagged, at said station.

By the Board.

*To the President and Directors of the
Boston & Lowell Railroad Company.*

INHABITANTS OF NORTH WORCESTER *v.* BOSTON, BARRE & GARDNER RAILROAD COMPANY.

The petitioners desire to have the train running south and reaching Worcester at 9.30 A. M., and the train running north, leaving Worcester at 3.45 P. M., stop at North Worcester when flagged or requested to leave passengers.

A preliminary petition was presented to the mayor and aldermen of Worcester, which has not yet been acted upon. The city government might well hesitate about passing any order in a matter in which the city is directly interested as a large stockholder. No tribunal should, except in case of necessity, act in a case where it has a pecuniary interest. And the Board, upon the request of the petitioners, heard them at once without awaiting any such action of the aldermen.

1. The petitioners claimed that the afternoon train had for five consecutive years stopped, when flagged, at this station, and contended that this gave them a legal right to demand a continuance of this accommodation. But the facts do not show any such continued practice, unless by including the years when four trains were run each way on this road. The necessities of the company have caused a discontinuance of one train each way; and the company is not bound to continue the former number of stops at this station. The statute does not say that the accommodation at any station shall not be diminished. The words are: "Shall not abandon such station nor substantially diminish the accommodation furnished by the stopping of trains thereat, *as compared with that furnished at other stations on the same road.*" Care is taken to guard against the very misapprehension of their rights into which these petitioners have fallen. The legislature foresaw that the falling off of business on

any road might make a general reduction of through trains desirable, and provided in such case for a proportional reduction of facilities at each station. This makes it unnecessary to consider the other legal points raised by the respondents. The case does not come under the provisions of section 156.

2. The uncontradicted testimony in the case showed that both the trains in question made important and close connections, which can hardly be made now, and which would be absolutely impossible if the trains were liable to be stopped at this and at the three other flag stations with equal claims. Indeed, these connections would often fail if this one stop were required. These passenger and postal connections concern a large number of people,—travellers and business men. It is not a question between the railroad company and the petitioners, but between the few citizens who would be accommodated and the many who would be incommoded. It seems, no doubt, to the solitary passenger, or to the two or three, who would like to take or leave the train at North Worcester, a simple thing to stop the train for their convenience. But when they learn that the direct connection between the West and Worcester, including the Providence and Worcester Railroads, is broken by granting such a favor, they will cease to urge a request so unreasonable. It must be remembered that the time for making these connections is not fixed by the comparatively small corporation in question. It depends upon railroad managers who are wholly beyond its control; and their plans are subject to the will of yet more distant parties. In this case as in many other cases the interests of the few must give way to the interests of the many.

3. It has been suggested that a passenger car attached to the freight train which follows the morning train into Worcester, would accommodate the occasional passengers who wish to reach Worcester during the forenoon. But the delays which are likely to occur in approaching the terminus would render this an unsatisfactory mode of travel. While the freight train arrives with great regularity at this station, it is liable to long stops before reaching its final destination; and we cannot formally recommend a measure which would be sure to be unsatisfactory. And if the railroad company should agree to stop its freight train and to allow the caboose car to be used for passengers, when requested, the result would prove the correctness of this view.

4. A local train for the purpose of conveying those to whom the present early and late trains are inconvenient, would cause such inordinate and disproportionate expense that it has not been requested. This part of the line formerly had a grievance in the want of an early

train to Worcester accommodating workingmen, and giving to residents in Holden and elsewhere a full day for labor and business in the city. The railroad company promptly complied with our recommendation that they should operate such a train, even at a loss to their treasury. There is no reason to suppose that they contemplate its withdrawal, and the community seems to have such reasonable accommodation as it is entitled to have.

5. The question of mail conveniences is one far beyond our jurisdiction, and one upon which we are not called upon to express any opinion.

6. It appeared incidentally that trains were forbidden to stop at flag stations when important connections would be endangered by such a stop. This order should not be given to train hands unless notice is also given to the public. In other words no road should advertise that it will stop at a station, while private directions to its employees make it doubtful whether the promise to the public will be kept. To pass a station where the company has by its advertisement agreed to stop is to disregard not only the convenience but the rights of the passenger.

By order of the Board.

OCTOBER 2, 1883.

S. S. HARTSHORNE AND OTHERS OF WALPOLE *v.* NEW YORK & NEW ENGLAND RAILROAD COMPANY.

The petitioners ask a recommendation that more trains be stopped at West Walpole, and that accommodations be furnished there.

1. The petitioners have shown no legal claim under the statute, nor any founded on a contract by this company or its predecessors. Nor have they shown any reasonable demand for more trains. To stop the early inward train there would be a wrong to its passengers. The new time table somewhat improves the facilities at this place, and the superintendent states that another outward train could be stopped without inconvenience. Considering the amount of traffic at the station, this part of the petition calls for no recommendation.

2. The station, a very small one, was built by subscription of the inhabitants. But the railroad company took possession of it, changed its position and finally destroyed it, after it had become unfit for use mainly from its treatment by workmen on the road.

The managers of the road admit that a railing is needed to make safe the steps descending to the station, and that the platform should

be lengthened. We recommend that these improvements be made at once, and that a shelter be also furnished to passengers while awaiting trains. The dealing of the corporation with the old station makes this a duty.

By the Board.

OCTOBER 16, 1883.

WM. A. MCKEAN, FRANCIS METCALF AND OTHERS *v.*
NEW YORK & NEW ENGLAND RAILROAD COMPANY.

The petitioners ask that two trains which have for many years run from Woonsocket to Boston at 6.45 A.M., and from Boston at 4.45 P.M., stopping at Caryville and North Bellingham, and which have recently been taken off, may be restored.

It is admitted that such trains have been run substantially at these hours for a much longer period than five years. But it is claimed that the company has a right to withdraw them, because the business of these trains is small and these trains unremunerative.

This claim is founded upon an erroneous view of the law. The provision is intended chiefly for the protection of the people who use stations unremunerative and comparatively insignificant. Other stations as a rule need no legislative protection. It is a positive statute provision, that, without looking to the amount of business or profit, no station which has been maintained for five years shall be discontinued, or have the accommodation furnished by the stopping of trains substantially diminished, unless other stations have had theirs diminished; in which case a proportional diminution may be made.

It was contended that the accommodation in this case was not substantially diminished. But the Board are clear that to take away two daily trains from a station does "substantially diminish the accommodation furnished by the stopping of trains thereat." Whether the question is one of law or of fact, we have no doubt that a diminution from six trains to four is a substantial diminution.

This is especially the case where the mail train arriving in the P.M. is withdrawn, and where the people of a sparsely settled neighborhood are compelled to go to the centre for their mail at a late hour, after having once gone to their homes.

It was also contended that the accommodation was not diminished as compared with that furnished at other stations on the same road, because the business and the revenue at other stations exceeds that of the stations in question many times.

But the statute does not propose any comparison with the business

or revenue at other stations, but only with the accommodation there furnished. And this has not been diminished at all. And therefore no excuse is offered for diminution at Caryville and North Bellingham. If the number of trains on the whole road had been lawfully diminished from eight to six, this clause would protect the company in a like reduction at these places. And so we have recently had occasion to decide in the case of *MacTammany vs. Boston, Barre & Gardner R. R. Co.*

The theory of the respondents would authorize the withdrawal of all trains, or of all but one, from every small station, while other stations continued to do a larger business. And this is just what the law is intended to prevent.

Cases can be imagined, where, by reason of the entire falling off of business and population, it might become unreasonable to demand the continued stopping of accustomed trains at a decayed place. In such a case, the only remedy would be by new legislation, special or general. Without such legislation the inhabitants would still have their legal rights; and ten voters could, under the statute, command the services of the Attorney-General to enforce them.

2. This makes it needless to consider the rights of these petitioners under the agreement of Jan. 1, 1865, which is in force till Dec. 31, 1884, and which was considered by this Board in giving their recent opinion as to the rights of the citizens of Medway.

3. Because of the statutory duty of the railroad company in this case, it is unnecessary to spend time in restating the law as to the duties of public corporations, or to repeat the statement that the fact that a station or a train does not of itself pay, is by no means a conclusive answer to the demand that it shall be maintained or operated.

Upon this point, and also upon the second, we could do little more than to repeat what the Board (in the time of our predecessors) said as to Cypress Street Station. (9th Report, pages 97-100.)

Nor is it necessary to repeat our criticisms upon the policy of repelling traffic by reducing facilities, and then using the diminution of traffic as a reason for further reduction.

These questions need not be considered now, but our duty is to advise the managers of the New York & New England Railroad Company to comply with a statute of the Commonwealth, and we therefore recommend to them to restore the two trains recently withdrawn from a portion of the Woonsocket Division, and to run their trains so that they shall stop at Caryville and North Bellingham at substantially the same hours as heretofore.

By the Board.

SELECTMEN OF HULL *v.* NANTASKET BEACH RAILROAD
COMPANY.

The selectmen of Hull renew their petition that the company, which has against their will and the will of the citizens located its road through their town, may be called upon to give its inhabitants the much needed facilities of one train each way daily or tri-weekly during the winter season. Upon a like petition presented last year the Board declined to recommend the costly running of a full train, which would have very slight support. But it was intimated that something was due to the people, and that during the coming season the corporation might be expected to run a combination of car and engine, which would with slight expense furnish reasonable accommodation. Such a combination car could not be found during the past season. (Report 14, p. 147.) But we are now met by the fact that after the mortgagees had taken possession of the road the corporation has been enjoined by the Supreme Court from operating it at all. This was done on complaint of land-owners, who have failed to obtain compensation or security for their land damages. The equitable rights of the citizens to accommodation are certainly strengthened by the fact that their land has been taken not only without consent but without compensation. Yet it is now out of the power of the company to furnish these accommodations, and it would be useless, improper and absurd for us to recommend them to violate a decree of the Supreme Court. It is true that the Court has power to vary its decree, which forbids operation of the road "until the other or further order of this Court," and it might, on petition of the company, allow the proposed train to be run for the benefit of the people of Hull. But our power to recommend changes in the operation of a railroad does not include power to recommend the conduct of a lawsuit. The remedy of the petitioners, if any exists, must be sought in legislation.

By the Board.

OCTOBER 17, 1883.

GEORGE H. GORDON AND OTHERS *v.* BOSTON &
ALBANY RAILROAD COMPANY.

The petitioners, living or doing business at South Framingham, complain that the express train for the West, leaving Boston at 6 p. m., after having stopped at that station for more than five years,

ceased to do so in October, 1882. They claim that this is a violation of sect. 156, ch. 112, and ask for action under sect. 15. This is, therefore, not a request for a recommendation, but a demand of strict, legal right, with a resort, in case of need, to the courts of law.

The statute is as follows :

“A railroad corporation which has established and maintained throughout the year for five consecutive years a passenger station at a point upon its road shall not abandon such station, nor substantially diminish the accommodation furnished by the stopping of trains thereat, as compared with that furnished at other stations on the same road.”

The Board has had several occasions to construe and apply the law. In our view, the accommodation furnished by the stopping of trains at any station cannot lawfully be diminished substantially unless there has been a proportional diminution at the other stations. Even when business has fallen off at any one station this would seem to be the law. And if it is thought harsh, the answer is: (1.) It is a matter not of discretion for any tribunal, but a rigid rule fixed by statute. (2.) The railroad company could by its own action guard against the liability. (3.) The annual meeting of the General Court presents an opportunity for relief, if a really hard case arises.

Where two trains formerly stopping at the petitioners' station had been withdrawn from the road, so that six trains took the place of eight, the Board had no trouble in deciding that the complainants had no cause of complaint because two trains less were stopped at their station. On the other hand, where two trains, one each way, including a mail train arriving at a convenient hour, were withdrawn from two stations which for five years had had eight, while the eight trains continued to run, and to stop at all the other stations, it seemed clear that this was a violation of law, although the two stations in question had less traffic than the others. The present case is by no means as clear as these were.

1. It is claimed that there is substantial diminution of accommodation for residents at Framingham doing business in Boston, because they can no longer avail themselves of this express train, but must go at an earlier hour, which gives them less time for business in the city, or at a later hour, bringing them home at a time less agreeable to themselves and their families. Moreover, some of these trains are not express.

Upon examination it appears that 19 trains from Boston now stop at South Framingham, and that five years ago only 17 stopped there. It also appears that a train stopping there and leaving Boston at 5.25 p. m. has been placed on the road since the stopping of the 6

P. M. train was discontinued. The reason for this discontinuance was the necessity for shortening the time of arrival at Albany in order to make connection with a mail train from New York. This required a gain of twenty minutes; and five of these minutes are saved at Framingham. Connection had been missed on several occasions. This train has increased from 7 to 9, 11, and sometimes 13 cars.

The chief question in deciding this case relates to the force to be given to the word "substantially." Even holding that the law compels the continuance of a stop made not for local travel but for convenience in the operation of the road, as for the purpose of taking water, and so furnishing incidentally accommodation to residents, still it is not every diminution of accommodation that will call for the intervention of the law.

The word "substantially" has not a definite meaning. It is a relative term; and in considering whether the accommodations at a station are substantially diminished, the business of the whole road, and the objects sought in operating it, are to be considered. We are also to consider how many persons are incommoded by a change, and how much they are incommoded, and we are not wholly to forget the accommodation furnished by the change to other travellers and to the business community by the carrying of letters. In this case the object to be gained is one of great consequence — the making of a close mail connection. There can be no change, except a simple increase of trains, which will not incommode some one. But the Board is of the opinion that the discontinuance of a stop for the object sought in this case, while the convenience of local passengers is promoted by furnishing an additional express train, leaving at 5.25 P.M. instead of 6 P.M., is not such a substantial diminution of accommodation as the law was intended to forbid. So far as local travel is concerned, this is merely a change of hour. For local travel the 6 P. M. train is withdrawn and a 5.25 P. M. train is substituted. It probably gratifies some, as it certainly incommodes others. It may suit the convenience of a passenger one day, and fail to suit him exactly on the next day. But it would be straining the law to hold that the legislature intended to say that the managers of a road should not have discretion to change the time of starting a train 35 minutes, especially when the change is made, not to save expense to the corporation but to promote the general welfare of its customers, and to serve the many at a slight cost to the few. This would be operating a railroad by statute to the disadvantage not only of the company but of the public.

2. More serious complaint is made by those who have occasion to go west of Albany, and who, if they wish to use the night train, must

either go to Boston for the purpose. or buy a ticket for Worcester, changing cars and luggage, and taking this train there. This is an inconvenience compelling the loss of some minutes and the annoyance of the change at Worcester. The inconvenience is greater when women and children are travelling westward. But it falls upon comparatively few persons, and considering how slight it is compared with the object to be gained, we cannot regard it as a substantial diminution of accommodation at the station in question. Certainly it is not so clearly a violation of law as to call for the intervention of this Board.

But considering the remarkable growth of the place, which promises soon to become a flourishing city, it is certainly desirable that its people and those for whom it is a centre should have all possible facilities for travel, both local and otherwise. It is for the interests alike of the people and the company that these should be liberally furnished. And we would recommend to the managers of the corporation carefully to revise their time tables, with the desire, if it shall appear possible to save the number of minutes needed for a stop of this train by cutting off some other stop at a place on their road where it is less needed.

By the Board.

NOVEMBER 16, 1883.

SELECTMEN *v.* BOSTON, WINTHROP & POINT SHIRLEY RAILROAD COMPANY.

The selectmen and many citizens of Winthrop ask the Board to recommend that trains shall be run through the year, instead of ceasing from November 1 to May 1.

The road was constructed in 1877, chiefly for summer residents upon the beaches, and has been operated for half the year only, except in the winter season of 1878-79. It was then very unprofitable. Nor has the operation of the road ever been remunerative until this year, when a surplus of \$235.82 was earned.

It is not pretended that the operation of the road for this winter will be profitable or that the fares will pay the operating expenses, but it is claimed as the right of the people to have reasonable accommodations from the corporation that has taken their land and crossed their highways under the authority of law; and it is said that in the long run such a course, by increasing the number of inhabitants on the line and of customers using the road, will be a benefit to the company as well as to the community.

The Board concurs in both these opinions. The right of the people on the line of a railroad to reasonable accommodation for transportation, even when the cost will not be repaid, has often been maintained. It is part of the price which these corporations pay for great privileges. Each case depends upon its own circumstances, and in each the question is: What is reasonable? The principles on which this right is founded, and the limitations to which it is subject, have been so often set forth by the Board that a repetition of them is unnecessary. As a matter of fact, the accommodation furnished in the winter by vehicles other than cars is far from reasonable. The railroad company, recognizing its interest and duty, has aided in supplying these facilities, but it has not done enough to raise a fair question whether they are such as the people are entitled to demand.

The general principle that the compulsory seizure of land by a railroad company and the use of other franchises involves corresponding duties, is strengthened here by some facts peculiar to this case.

1. The steam road has displaced a horse railway which but for it would have existed to-day and would have given accommodation such as it could through the winter.

2. The town with the knowledge of the railroad company has spent large sums in constructing streets leading to the railroad.

3. A change of route, involving much inconvenience to part of the town, was made upon the assurance of another route which was to pass through the centre of the town, and which would have been operated all the year. No want of good faith is suggested, but the inability of the company to construct this route is a sad disappointment to many of the people, and the change of route without the expected compensation is a serious injury.

4. But for the existence of this road another line would have been constructed through the centre of the town and would have been operated through the winter.

5. The franchise of this road could now be sold for a considerable sum to a company that would so operate it for the benefit of the whole town. If it cannot be so operated by its present owners, their duty to the people (to whom their first obligation is due) is to transfer it to those who can manage the road so as to accommodate all the people.

But it seems clear to us that if trains are run all the year a permanent population would soon be secured that would not only pay the cost of operation but would pay a profit. We recognize the soundness of the argument that if, by following a recommendation of the Board, the company is driven into bankruptcy the community as well as the company is injured. Even the General Court cannot by statute compel a bankrupt company to operate a worthless railroad.

It will not furnish the necessary funds for such a purpose and it cannot compel men of means to become or to continue stockholders of the company.

But the way to avoid failure is to build up the town and to create business, and this cannot be done effectually at this place without the continued operation of a railroad. The testimony shows that there would have been fair business for the road if trains had been run this season with due notice that they would be so run. One of the arguments of the railroad company strongly supports this view. It is said that many petitioners have been influenced not by their desire to use the road, but by a wish to receive higher prices for their land. But higher prices can only be received because more persons wish to buy; and men will not buy unless they or others mean to build, and the new houses will be occupied by residents who will become customers of the road. In other words the town desires permanent operation of the road, because it will insure permanent inhabitants; and that is just what the railroad needs to make it profitable.

By running a combination engine and car, or a "motor" attached to a light car, during the winter months, the expense of operating the road can be made light. The people of Winthrop will see that their own interest requires them to use the railroad when it is not inconvenient to do so. And after a year we are confident that this course will appear to be demanded by policy as well as by the principles that regulate the operation of railroads in this State. And the Board recommends to the Boston, Winthrop & Point Shirley Railroad Company to establish, as soon as possible, and to operate through the year, a reasonable number of trains over their whole line.

By the Board.

DECEMBER 6, 1883.

[J.]

PASSENGER AND FREIGHT RATES.

SELECTMEN AND CITIZENS OF MEDFORD *v.* BOSTON
& LOWELL RAILROAD COMPANY.

Petitions from West Medford, Medford Hillside and College Hill ask the Board to recommend a reduction of fare, and especially a reduction of the rate for commutation or package tickets. The distances are 5.49, 4.61 and 4.21 miles. The price of package tickets is for West Medford 10 cents, and for the other stations 8 cents. A special reason for asking a reduction of West Medford fares is that the Boston & Maine Railroad charges only 8 cents for commutation tickets to Medford Centre, which is only a quarter of a mile farther from Boston. The low rate on a branch of the Boston & Lowell to Elm Street station, — 6 cents for commutation tickets for four miles, — was also urged as a strong reason for reducing fares to points at nearly the same distance. The petitioners from all these points believe that a decrease of fare would lead to a large increase of business, and would ultimately benefit the railroad company. They argued that their villages would have a much greater population if they were encouraged by lower rates, and they especially spoke of the healthful and desirable country about Medford Hillside, now sparsely settled, but well fitted for suburban residences if it could have the desired railroad facilities.

The respondents answered that their road hardly does a paying business at its present rates, and that its last year's returns show an actual loss in passenger traffic; they denied any value to suburban business, and they also declare that the numerous trains required by popular demand make it necessary to sustain the present rates of fare or something very near them. Upon the question of reducing the number of trains stopping at these stations, there was some differ-

ence of opinion among the petitioners. The number is great, and a few years since it would have been regarded as extravagant, but it is evident that not one of the trains now stopping at West Medford (40 in number) could be withdrawn without causing general discontent.

A comparison of suburban rates on the various roads within ten miles of Boston shows that the rates in question are as low as the average in like cases, excluding the New York & New England Railroad, which is trying with success an experiment of 5-cent fares for five miles.

It is not shown that, in comparison with other roads, the fares on this portion of the Boston & Lowell are exorbitant. As a matter of policy, the members of the Board certainly believe that it would be wise for the company to make a considerable reduction in its fares to and from the points in question. We cannot agree with the theory of the representatives of the company that short suburban travel is wholly unprofitable. That theory, if correct, would lead to the belief that, if half a dozen or more miles from the railroad termini of Boston were turned into a desert, it would be gain to the railroad companies. We do not believe this is true. In considering the question, regard should be had not only to the passenger traffic between Boston and suburban points, but to all the traffic, and to passenger and other business between those places and more distant points on each road. A policy which builds densely populated villages on the line of a road is in the end profitable to the company. And the managers of the Boston & Lowell road need not look farther than the neighborhood of Elm Street to see this. There vacant land has been crowded with dwelling houses as a result of low fares; and a profitable business has been created for the steam road as well as for the street railway.

The reason for this particular low fare is no doubt the competition of this street railway, and a refusal of corresponding fares for points a little farther distant is notice to the people that to establish such competition is the only way to secure low rates.

The argument drawn from the apparent loss on passenger traffic on the whole operation of the Boston & Lowell Railroad is fallacious. It will not be denied by its managers, or any railroad managers, that it is impossible to apportion certain general expenses to the passenger and freight departments, so that the exact cost of each can be ascertained. And it is admitted that in the returns of this company an error of computation occurs, the correction of which shows a small balance of profit, instead of loss, from the passenger traffic.

But the true answer to this objection is that low fares, if not excessively low, are calculated not to diminish, but to increase receipts. Just because the road needs larger profits, it is desirable to reduce

these fares. The increase would result from two sources—the greater disposition to travel on the part of those now residing on the line, and the addition to the number. This locality appears to be in every way suited for suburban residences. It apparently lacks nothing except cheaper transportation to greatly increase its population.

It is said that the reason why a greater increase of population has not occurred is the inconvenient and disagreeable approach to the Boston terminus of the road. But this objection, which has now been removed by street improvements, applied as well to all the northern stations; and there are many places upon the northern lines whose growth has not been hindered by it. The residents whom it is proposed to attract to this locality cannot be assumed to be more fastidious than those who pour through the same streets on their way to and from their summer homes and crowd the cars of the Eastern Railroad.

It is our belief that the Boston & Lowell Railroad Company would find it profitable to reduce its rates at these and at other similar stations. But, as the Board had occasion to say before on a like question, “It is not, however, for the Board of Railroad Commissioners to undertake to instruct those managing the roads as to the proper way to manage them commercially, provided that they do not manage them unreasonably.” [11th Report, p. 219.] It is unnecessary to say that, on steam railroads we have no power, and we have no desire to have power, to fix rates.

Where accommodations are unreasonably refused, or where rates are unreasonably high, the Board formally recommends a change in the mode of operating the road; and, if the advice is not followed, an appeal can be made to the General Court. Perhaps such an appeal could not be made in the case of the Boston & Lowell Railroad Company, whose charter, in regard to legislative control, differs from all others. But, in giving advice, formal or informal, the Board has always found the managers of this company as ready to receive and to follow it as if it were sustained by a chance of legal intervention.

Our suggestion to the managers is that they carefully consider the question whether a revision and reduction of suburban fares would not, by promoting the convenience of their customers and by enlarging their number, increase also the profits of the corporation.

The original petition in this case was presented some time since, but it has been delayed at the request of the petitioners, for the sake of hearing fully other requests of like nature. In the mean time, the managers of the company have revised the way rates complained of, and have wisely established a minimum of 5 cents instead of 10 cents.

They have also promised that the well-grounded complaints as to the condition of the stations shall be met as soon as the state of the weather permits.

By the Board.

APRIL 4, 1883.

FRANK J. HOWE *v.* BOSTON & ALBANY RAILROAD COMPANY.

1. The petitioners asked for better train accommodations, including a combination car of the New York & New England Railroad to be attached to the 5.35 P. M. train from Boston for passengers going beyond Cook Street. The facilities desired were furnished before the hearing, and no action by the Board was called for.

2. Complaint was made of the failure of the Boston & Albany trains to connect with or wait for the New York & New England trains for Boston at Cook Street. Hearing on the point was anticipated by a hearing on March 16th, and the grievance was redressed by a joint agreement then and there made by the representatives of the railroad companies. This item was the main object of the petition.

3. The third complaint related to a charge of five cents for storage and care of parcels left at the Boston station. None of those present had ever paid such a charge or suffered from the rule. It appeared not to relate to transportation but to an accommodation volunteered by the company, apart from their duty as common carriers, for the benefit of passengers. For furnishing these the managers deserve commendation.

4. It was stated that the two companies fix the same rates for passage to points on the Woonsocket Division beyond Newton Highlands as were established before the recent transfer to the Boston & Albany. It appears that this had been done in all cases where a ticket is bought at the station, but that where the fare is paid in the cars the purchaser loses, first, by the extra charge for a purchase so made, and secondly, by the fact that the Boston & Albany, following its universal rule (and following in this case the request of the New York & New England Railroad Co.), only takes cash fares to the end of its own road, leaving the passenger to pay his fare on the connecting road. As he thus pays local fares he loses something, — in this case, ten cents. The first difficulty will cease on April 8th, when the law just passed at the suggestion of this Board takes effect. We cannot

recommend the adoption of a general rule to accept cash fares in the cars for connecting roads as well as the road on which fare is paid. It would entail an amount of inconvenience which the forgetful or ignorant passenger has no just claim to impose upon the agents of the company. Nor is there any sufficient reason to take this case out of the general rule. The slight loss can always be prevented by the passenger's buying a ticket in advance, or remembering to bring his season or other ticket. We do not feel justified in recommending an inconvenient arrangement to obviate a difficulty which passengers themselves can so easily avoid.

By the Board.

MARCH 27, 1883.

V. H. PRENTICE AND OTHERS *v.* BOSTON, REVERE
BEACH & LYNN RAILROAD COMPANY.

This was a petition of several inhabitants of "Beachmont," in the town of Revere, asking the Board to recommend a reduction of fare for commutation tickets. Other grievances were stated orally and in writing, and it was agreed by all parties that all matters in question should be heard as if formally stated.

1. The distance from Boston is $4\frac{1}{2}$ miles, including a ferry. Single fares are 12 cents; monthly tickets, \$3.50; quarterly, \$9; and packages of five tickets are sold for 45 cents. Two reasons were given for asking a reduction of the price of package tickets: First, that two roads terminating in Boston carry passengers five miles for 5 cents; second, that this road had for some time established this as the rate. Evidently this low price, adopted during the recent "war of rates," was the real cause of this complaint. But the policy, wise or unwise, which leads managers to adopt an exceptionally low rate during a severe contest with a rival is not to be taken as a test for a fair price for a passage. It is one of the evils of such a contest that it makes passengers discontented with a fair rate, but it furnishes very slight evidence as to what a fair rate is. Besides, as other complaints in this case show, the temporary policy of low rates was only sustained by so crowding the cars and boat as to create annoyance to passengers; and a portion of the petitioners, while desirous of low fares for residents, protested earnestly against a general reduction. The fact that two of the roads terminating in Boston are trying an experiment of low and uniform rates for five miles of distance, is by

no means conclusive as to the propriety of recommending these rates on other roads, and supporting that recommendation, if necessary, by an appeal to the General Court. But it is not necessary to consider this point further in this case, because here the passengers all use a ferry, which was estimated to equal in expense five miles of the railroad, making the distance equivalent in cost to $9\frac{1}{2}$ miles. This estimate would have appeared to be supported by the fact that the cost of the ferry and ferryboat was \$150,000, and the cost of operating it for the last year was \$25,000. But the company has fixed the price of ferriage at $2\frac{1}{2}$ cents for package tickets, and there seems to be no reason for charging more than this to passengers by rail. A fair allowance, however, may properly be made for ferriage, and, considering this, the present charge does not seem to be so high as to call for any recommendation from the Board.

2. It is asked that package tickets, which at this season are for sale only at Boston, should be sold at all times at Beaumont Station. The company answers that the number purchased there in winter is so small that nearly the whole amount received would be absorbed by the salary of a clerk competent to sell them, and that the station-agent, being employed to flag the crossing, ought not to be engaged in selling tickets at the very time when trains are approaching. Upon this last proposition the Board agrees with the managers, and would condemn such employment of the station-agent. It is stated that in April an additional force will be employed, and that tickets will be sold at the local station. This seems to the Board reasonable; and it is more just that the penalty of occasional forgetfulness to purchase tickets at Boston (a penalty of 3 cents) should be borne by the forgetful person rather than to compel the company to maintain a second agent during the season when the whole daily income at the station varies from \$2 to \$3.

3. A want of proper conveniences at the station is alleged and admitted, and it will be remedied as soon as the season permits.

4. The station is closed at 8 p.m., and the agent withdraws. As he is the flagman, the Board regards this as far more serious than the other complaints. Where the managers have voluntarily, or by order of the proper authorities, stationed a flagman, he ought not to be withdrawn during the evening while trains continue to run. The fact that fewer trains pass at late hours is more than balanced by the danger arising from darkness. The mere fact that the traveller sees no flagman at the place where he is accustomed to see one is in itself a source of danger. We recommend, without hesitation, that, so long as trains are run, the services of the flagman be continued. This criticism applies not to this road alone, but to many others in

the State. And it is enforced by more than one fatal accident. Such collisions are quite as likely to happen at late hours, when trains are few and unexpected, as to occur in broad daylight, when trains are frequent, and when every one is expecting them. The adoption of this recommendation will incidentally remove another grievance, and the station will be open at all hours for shelter.

6. A want of police in the cars and boat is alleged. This need was aggravated by the low-fare system, and is diminished as that has ended. But the managers have recently provided themselves with proper officers under the law, as it is now understood.

A charge of ten cents is made for local fares from Beachmont to the Pavilion, or to Winthrop Junction, a distance of one mile or less. This road does not adopt the excellent practice on some roads of requiring an extra price for riding without a ticket, with a refund of the full amount at the station, nor the annoying practice of demanding and retaining a penalty for the omission to buy a ticket, which, when applied to a low fare, is an exorbitant and irritating exaction. It simply asks ten cents for a local passage of a mile. This is clearly too much. The stations in question are not flag stations, so that the charge is not justified by the necessity for stopping. The train stops at each station for passengers from the termini of the road, and the occasional way passenger should not be overcharged. We recommend a reduction to five cents.

7. By agreement with purchasers of house lots, made through certain land companies, the corporation is bound to give to the head of each family, building and occupying a house worth \$1,500, a free pass for five years. This is transferable to purchasers, and in the case of one of these companies to tenants. The railroad company has issued such passes transferring them to tenants in all cases when requested, and has not inquired into the value of the houses built. But, it is complained that in one case where a person had lost his ticket, and, in another case, where it had been surrendered under a misunderstanding, new passes in the old form are refused, and 180 coupons for use during three months are substituted, to be renewed when the term has expired. This is said to be done mainly for security and for convenience of identification, and it is said that if a *bona fide* holder of such a package of coupons should exhaust them in three months he would have a further supply.

But such an issue is, on its face, less valuable than the free pass called for by the original contract, and it is not, as that was, evidence of that contract. The agreement gave the holder the right to ride free as often as he pleased, and this right was set forth on the pass. There is no doubt that this element of value was considered when

such contracts were made on this and other roads. The ticket is not the contract, and perhaps the company might be held to have satisfied the law by giving this certificate and by giving additional coupons when called on. The point of law must be decided by legal tribunals if the parties desire such a decision. But it is evident that the parties will be discontented, and not without reason, if the company takes advantages of an accident or a mistake, and substitutes an inferior and less valuable ticket for the old one which has passed out of the holder's possession, while hundreds are still held by original purchasers. For identification of suspected persons, the company can require that the original shall be shown each day, leaving something to the discretion of conductors in enforcing this requirement; and, in order to avoid needless friction and ill-feeling, the wise course is to renew the original free pass whenever it is proved to have been lost or to have been surrendered under a mistake.

8. It was shown that employees sometimes taunted passengers who were exercising their rights as holders of these passes, and applied disagreeable epithets to Beachmont passengers. Upon this point there is no difference of opinion, and no need of appeal to this Board. Immediate removal would be, as it ought to be, the penalty for any employee who volunteered an insult to the passengers whose comfort he is bound to promote.

It is hoped that after the full interchange of opinions between the community of Beachmont and the managers of the railroad, their relations may be more harmonious and satisfactory.

By the Board.

FEBRUARY 6, 1883.

J. F. HEMMING *v.* BOSTON & ALBANY RAILROAD COMPANY.

This petition was as follows — :

"The undersigned, a citizen of Pittsfield, Mass., respectfully represents that the Boston & Albany Railroad did, under date of June 27, 1882, demand and accept from the writer 14 cents per gross ton terminal charges at Hudson, N. Y., and \$1.25 per gross ton rail carriage from Hudson, N. Y., to Pittsfield, Mass., on one cargo of coal containing $119 \frac{1400}{240}$ gross tons, while, at the same time, they were doing the same service for other parties for a less rate, thereby subjecting your complainant to an undue and unreasonable disadvantage; and, further, no lower rates are offered to those

bringing cargo lots of coal than those bringing carload lots. Wherefore your petitioner begs that you will investigate the matter, and take such action in the premises as to you may seem just and right to all.

“(Signed.)

JOHN F. HEMMING.”

The second clause of the petition is apparently founded in an erroneous view of part of a former decision by the Board. Upon a charge of unreasonable rates, it was found that this company, contrary to the universal rule in this State, gave no lower rates for cargoes or large quantities of coal transported at one time than for carloads, and this was regarded as evidence tending to prove the charge of unreasonable rates on “cargo lots”; and, upon the whole evidence, the charge was sustained. In this petition, a part of the evidence is stated as if it were in itself an offence. In fact, there is in this case no practical question, because from Hudson to Pittsfield no shipper does, in fact, desire to have one car of coal carried. The petitioner did for a special purpose have one such transaction in 1881. No other instance was known to have occurred. Upon this statement, there is no occasion for saying more on this point.

The other transaction, as proved, showed no discrimination. Mr. Hemming purchased at Newburg, and presented to the Boston & Albany Railroad Company at Hudson, 119 tons of coal in a barge, and was obliged to pay fourteen cents per ton for unloading it, in addition to the regular charge for transportation to Pittsfield. This was a reasonable charge and precisely the same that would have been made to any other shipper presenting a cargo of coal in the same way. The shipper was subjected to no “prejudice or disadvantage” whatever. It is true that, if the petitioner had bought his coal at Hudson, he would have had it carried to Pittsfield for \$1.25, and he would have escaped the cost of unloading by getting the advantage of the through rate which includes it. This advantage he contrived to evade.

Many railroads have arrangements with connecting stage lines, by which a through passage can be had at a reduced rate. A passenger can, by purchasing two separate tickets, pay a larger rate, but he could not complain of discrimination, if discrimination in passenger fares were unlawful. The single transaction now brought to our attention showed no discrimination and no unreasonableness of charge. The merits of the combination under which coal is furnished at Pittsfield have been more than once discussed before the Board. They are not now before it. If there is any inconvenience or unfairness in that arrangement, it is not set forth in this petition, or shown by any testimony now offered.

By the Board.

IN THE MATTER OF JOHN ATWOOD, OF BOSTON, AND OTHERS, AND J. N. ELDRIDGE, OF HARWICH, AND OTHERS, *v.* THE OLD COLONY RAILROAD COMPANY.

The petitioners, having asked the General Court for lower rates and quicker transportation for the fresh fish sent from the towns of Cape Cod to Boston, were referred to this Board and were fully heard.

A portion of the petitioners were satisfied with the accommodation furnished, but desired lower rates. Others made no objection to the rates, but desired more prompt and more certain transportation. The first class have heretofore sent their fish by cars attached to the passenger train leaving Provincetown at 5 A. M., with a rate of 35 cents per hundred pounds. The other class send fish by the freight train which leaves Provincetown early in the evening, reaching Eastham after 10 P. M., arriving at Dennis Port and Harwich from 3 to 6 A. M., and being due at Boston at 4 P. M. on the next day. Most of the fish are obtained from pounds, or weirs, of which there are 15 to 20 in Harwich alone, and the supply is very irregular, sometimes coming in enormous quantities. Trouble has arisen from the occasional lateness of the train, which, if late at all, is further delayed by the absolute necessity of providing for the safe and punctual arrival and departure of passenger trains. More trouble seemed to have arisen from the strict rule of the great majority of Boston fish dealers, who close their stores at a fixed hour without regarding the arrival or non-arrival of this train. The rate (20 cents per hundred pounds) corresponds with the printed tariff of the Boston & Maine and Eastern railroads, but is twice as high as their real charge. This is accounted for by the fact that the Old Colony Railroad is obliged to send its cars back empty, and by the further fact that the fish business from the North is part of a great volume of traffic, while fish from Cape Cod is almost the only freight during a great part of the year.

The sending of freight by the passenger train is not desirable, and would cause delay and just complaint if the business were increased. It would then be of a like nature with the making up of mixed trains "down the Cape," which have furnished cause of complaint and remonstrance throughout Barnstable County.

The just demands of all parties will be met by sending a freight train, leaving Provincetown at or about 6.30 P. M. and arriving at Boston at 6 A. M. the next day, bringing fresh fish at the present rate of 20 cents a hundred weight. Such a train will, by its prompt arrival, benefit the consumers of fish in Boston as well as the shippers

in the Cape towns. And the managers of the Old Colony Railroad have agreed to put on such a train and to use their utmost endeavors to have it make time. As part of the new arrangement, a return freight train will leave Boston at 11.20 p. m. and reach Provincetown at about 11.20 a. m. This will put an end to the annoyance of mixed trains to which we have alluded, and will, as we learn from counsel, render it unnecessary to hear the petitions relating to that grievance.

By the Board.

MARCH 6, 1883.

JOHN ATWOOD AND OTHERS *v.* OLD COLONY RAIL-
ROAD COMPANY.

The petitioners, fish dealers in Boston, charge the company with exacting higher rates for short distances on fresh fish freighted from the towns of Cape Cod to Boston, in violation of sect. 190, chap. 112 of the Public Statutes. The charge was not sustained by any proof.

What was shown was that while a proper rate was fixed for a hundred pounds, 20 cents from Provincetown, 17 from Sandwich and the like, the weight was often estimated for want of time to weigh, and, in a few places, for want of facilities, and that a flour barrel of fish, or fish and ice, was called 200 pounds; a sugar barrel 250, and a fish-box 500 pounds, so that some shippers would be charged a little too much at one time and too little at another. This does not sustain a charge of violating the law nor present a case for the intervention of this Board. If in any case there is an overcharge, the remedy is to make it known at the time and to ask redress of the freight agent. If this is denied (of which there is no proof and no probability) the courts furnish the remedy. It is not to be sought by saving up all the supposed over-charges of a whole season and presenting them before this Board, which has nothing to do with such cases. In other words, a casual overcharge or undercharge does not support an accusation of discrimination in any form. If it were found that a station-agent at any point habitually practised under-weighing, so that shippers there had an advantage over those who were sending from other stations, this would subject the latter class to the practical evils of discrimination, although it would not of itself make the corporation liable for its penalties without proof that it had sanctioned the practice. But further discussion of this point is needless, as no such practice was proved. One cause of controversy seems to be the loss

of weight on the passage from the melting of ice. The petitioners undertook to furnish not only proof of the loss in such cases, but the average weight drawn over the whole road. But it is evident that computation of the gross weight at Provincetown founded on net weight at Boston must sometimes fail of exactness.

The railroad managers have not tried to be exact, but have weighed enough to make their estimate reasonably correct and enough to discourage attempts to enlarge the size or weight of packages unreasonably. There is only one way in which under rates determined by weight the exact amount due from each shipper can be ascertained, viz., by weighing each package. But this would lead to great inconvenience and delay, especially at times when the catch of fish is large. It is shown that at some times fourteen cars have been loaded with sixty barrels each, and some of this fish was received at temporary stations erected for the sole purpose of receiving fish from neighboring weirs. These are loaded in a train leaving Provincetown at 6 P. M., and reaching Yarmouth about 11 P. M. To weigh every package would cause a ruinous delay, especially during the heats of summer. The petitioners admitted this, and did not demand weighing, although they did demand that scales should be furnished at every place where fish is delivered. The Board would not officially recommend the adoption of a strict rule for weighing every package of fish, until ample notice had been given to the people of Cape Cod, so that they might be fully heard in petition or remonstrance.

And we should be reluctant to do anything that would endanger the successful running of the night train, which was placed on the road in compliance with our suggestion, and which has been run with a direct loss to the corporation, but with satisfaction to the community. The Board regards this train as a reasonable accommodation which the railroad company owes to the people and for which an indirect recompense, if any, must be found. And the company cheerfully furnishes the accommodation.

If the customers of the road desire, the managers would have no difficulty in fixing an arbitrary rate — say 40 cents for a flour barrel of fish, 50 cents for a sugar barrel, 52 for a fish barrel and \$1 for a box — without regard to weight, and we understand that they are willing to do this. Our duty is done when we state that there is no proof whatever of the charge made against them. The question of arbitrary rates is one as to which they will do well to consult the wishes and the convenience of shippers.

By the Board.

[K.]

GRADE CROSSINGS.

SELECTMEN OF FALMOUTH, PETITIONERS FOR ASSENT
TO A GRADE CROSSING.

The Selectmen of Falmouth, having been authorized by the County Commissioners to lay out a town way crossing the track of the "Wood's Holl" branch of the Old Colony Railroad at grade, ask the Board to consent to the same.

The objections of the Board, or rather of the legislative power, to such crossings are well known, and the question is not, as sometimes seems to be supposed, one between the petitioners and the railroad company, but a question as to the safety of the public, which often needs to be protected against its own wishes. Assuming that the adjudication of the County Commissioners has decided that a way is needed substantially leading from terminus to terminus of the proposed route, the questions for us are whether such a necessity has been shown as to justify the danger of a grade crossing, and whether in any way it can be avoided.

The degree of necessity and the amount of danger both depend somewhat on the character of the travel expected. In this case it is chiefly pleasure travel, — a legitimate reason for constructing a way, as our supreme court has decided, but not a strong reason for a dangerous mode of crossing a railroad. The suggestion of a considerable amount of traffic on the new road was met by the evidence that the travel of this kind from "Wood's Holl" would go through Quisset to Falmouth village, finding customers in those settlements. The necessity for the crossing requested must be, in the language of one learned judge, "plain and manifest," and in the language of the most learned of our judges [it must be "urgent." Such a necessity has not been shown.

The travel is more exposed to danger than ordinary travel, because it will be largely that of the wives and daughters of summer residents, so that, while the need is comparatively slight, the risk is great.

Again, we are to see whether the crossing can be avoided. And such a danger can be avoided, not only by going under or over, but by going around the point of danger. In this case an overhead or underneath crossing is out of the question. But another route has been authorized by the County Commissioners which avoids this crossing. That road is only before us, so far as it supplies some of the needs that make the route under consideration desirable. It does supply some of those wants, and furnishes another pleasure drive between Falmouth village and "Wood's Holl." That it is a little longer is of very slight consequence in comparing two pleasure-drives.

But it is said that the travel on this "Emmons road," so called, will be obliged to go over the present crossing after leaving that road; and it is plausibly urged that a given amount of travel divided between two crossings is no more dangerous than when carried over one. To this there are three answers: (1.) The danger from the carelessness of travellers is the same whether they cross in one place or divide between two; but the chance of carelessness and neglect on the part of the engineer is doubled by having two crossings. (2.) The existing crossing is far less dangerous than the contemplated one. While it is true that the view will be unobstructed, and while there are some slight obstructions to vision on the present crossing, yet it affords an easy opportunity for turning after coming in sight of the cars. But the proposed road approaches and crosses obliquely, and must run for some distance in close proximity to the railroad, without giving opportunity to escape, and with a chance that the frightened horse will dash across the dangerous place. It is true that no correct plan of the proposed way was exhibited, but "the lay of the land" seems to make this danger necessary, as a portion of the road must be placed on the narrow strip between the railroad and the sea. If a more favorable route could have been presented for our consideration, the petitioners should have presented it, and might have illustrated it by a plan. (3.) If we are right in this view, then the danger will be increased by the increased volume of travel which the petitioners desire and expect from the laying out of this seaside drive.

In this case we have been obliged to decide between two classes of residents, both honestly desiring the improvement of the town as their summer home, and all earnest in their views. But we have not had the painful duty sometimes imposed upon this Board of deciding against the unanimous wish of the inhabitants. Here, some favor the road in question; some desire the "Emmons road," and still others

believe that neither is needed. But even a unanimous request ought to be refused when it asks for an unnecessary peril.

The question has been decided after a view and a full hearing upon its merits, and without giving any weight to the fact that the County Commissioners have not in words adjudged that "public convenience and necessity require" that the way should cross the railroad at all, or that "public necessity requires" a crossing at grade. The Board declines to consent to the proposed mode of crossing.

By the Board.

FEBRUARY 7, 1883.

SELECTMEN OF FRAMINGHAM, PETITIONERS, *v.* BOSTON
& ALBANY RAILROAD COMPANY.

The Board is asked to consent to the crossing of the Milford Branch of the Boston & Albany Railroad at a level therewith by a supposed town way in Framingham called Claflin Street.

Before passing upon the merits of the application, it is necessary to consider certain legal objections to the proceedings already had in this case, because if these objections are sound the Board has no jurisdiction and can neither give nor refuse its consent to the proposed crossing.

1. The town way does not appear to have been legally laid out. Being a town way it should have been laid out by the town authorities. Instead of this, it purports to have been done by the County Commissioners.

It is true that section 125, chap. 112, says that "a highway or town way may be laid out across a railroad . . . when the County Commissioners adjudge that the public convenience and necessity so require." But it is not intended to change the general law as to the laying out of ways, but only to require that before a way shall cross a railroad at all, there shall be a special adjudication by the County Commissioners, and that before it shall cross at grade there shall be a finding on that point by the County Commissioners and also by the Railroad Commissioners.

Section 125 is a condensation. It should be read: "A highway or town way may be laid out" [in the appropriate manner for each], etc., and in line 5, "They may thus lay out" [if a highway] "or may authorize a city or town on petition of the Mayor and Aldermen or Selectmen thereof [if a town way] to lay out a way, etc."

It would be unreasonable to suppose that the municipal authorities were cut off from their powers and duties as to a town way simply

because it intersected a railroad. There is good reason for requiring additional authority in case of such crossing, but there is no reason for depriving the town authorities of their initiatory powers in a matter peculiarly belonging to them. And such has been the general understanding of the statute so far as we are informed.

2. Even the petition to the County Commissioners is not and does not purport to be a petition of the town officials. It comes from "the undersigned inhabitants of Framingham." The Road Commissioners and the Selectmen only sign with the other petitioners.

3. The County Commissioners have not adjudicated that the public convenience and necessity require that the way be laid out across the railroad at all. This objection is fatal.

4. Nor have they found that public necessity requires it to cross at a level. This they must do before this Board can be asked to consent. They must specially adjudicate these points. *O. C. and F. R. R. vs. County Commissioners of Plymouth*, 11 Gray 512.

We decline to consent or to consider the question on its merits until these points have been decided. Clearly we have no jurisdiction so to do, until the first point has been adjudicated in favor of the crossing.

It has been urged that this Board has no power to review any action of the County Commissioners; that whether their course was correct or not we are bound to act upon the merits of the question, leaving to the Supreme Court the revision of the proceedings of both Boards by writ of certiorari or prohibition or by other appropriate remedy.

But without relying upon the strong objections founded on the inconvenience of such a course it is enough to say that it is the right and duty of every tribunal to ascertain whether it has jurisdiction, and to decline acting if it has not. For example, under Section 103, the action of this Board is liable to be reviewed by the County Commissioners, but if the proceedings of this Board have been so erroneous that jurisdiction has not been acquired, it would be the duty of the County Commissioners to decline to act on that account.

In such a case there is no attempt by one Board to overrule the decision of the other. But each Board is compelled to decide for itself whether under the law it has a right to act at all.

The prayer of the petitioners is refused, without consideration of its merits, on the sole ground of want of jurisdiction.

By order of the Board.

[L.]

COMMUNICATIONS TO THE GOVERNOR.

REPORT ON HOWARD CAR COUPLER.

JANUARY 10, 1883.

The Board have examined with pleasure the description and plan of Howard's Self-Acting Car Coupler referred to the Board by His Excellency the Governor, and respectfully report: —

That while the ingenious device appears to be well adapted to accomplish the desired result, we cannot give any opinion as to its merits or demerits until we have had an opportunity to observe its working in actual use, and even then we should desire to have it tested by long-continued operation before forming a final judgment. This is the rule of the Commission in regard to all devices submitted for examination.

We would add that there are devices adapted to the end desired which have borne the test of extensive and long-continued use, and that one of them, at least, is, by expiration of the patent, free to the public. And for our views upon the subject we would further refer to a report made by the Board December 20, 1880, and published on page 62 of the twelfth annual report.

Very respectfully,

THOMAS RUSSELL.

To His Excellency BENJAMIN F. BUTLER, *Governor of Massachusetts.*

To His Excellency, BENJAMIN F. BUTLER, *Governor of Massachusetts.*

The Railroad Commissioners, to whom your Excellency referred a communication dated February 15, 1883, relating to the location of the Old Colony Railroad in the town of Provincetown, would respectfully report: —

The dike in question is represented in the annexed sketch furnished by the courtesy of Harbor Commissioner Whiting. It was built under authority of chapter 86, Resolves of 1867, amended by increasing the amount by Resolves, chapter 40, of 1868. The cost was paid out of "the coast defence fund," and it was resolved: "That the appropriation hereby made is *in anticipation of a duty and obligation, which manifestly belong to the general government of the United States, and which is now assumed by Massachusetts in the present exigency, relying upon ultimate reimbursement therefor.*" The same resolves urged our members of Congress to secure reimbursement. See House Doc. 408, 1867, for unanimous report of Committee. House Doc. 50, of 1868, contains another unanimous report, with the views of Prof. Peirce, Superintendent of the Coast Survey, and of his assistant Mr. Whiting.*

This report was recommitted and a full hearing and a view were had, after which a second unanimous report was made (House Doc. 241). Messrs. F. W. Bird and Joseph M. Day appeared in opposition and introduced testimony. Other leading members of the House, not on the committee, examined the premises, and one at least of the most prominent, who went to the Cape as an opponent, returned a warm advocate of the measure proposed. A powerful article was published in the *Advertiser* of March 20, 1868, written by Mr. Bird with all the ability and zeal with which he always attacks anything that seems to him to be a fraud on the public, and it was argued by him that the whole project was a selfish and fraudulent scheme of the Cape Cod Railroad Company to secure cheaply a road-bed for the construction of their tracks.

To this it was replied that if they had such a scheme their interest would lead them to keep the dike forever in repair, and that such repair would be for them an absolute necessity, if the road were built as planned. It was also urged that the construction of the railroad was a military necessity, in order to convey troops and volunteers to man the forts erected for the protection of Cape Cod Harbor.

Senate No. 230, of 1856, had recommended to Congress the building of a military road (meaning from the context a railroad) to Provincetown. The petition was for State aid to the Cape Cod Central Railroad as a military necessity. Gov. Andrew had urged in his message that the forts on Cape Cod Harbor were a danger rather than a defence without a railroad to bring the people to man them.

* Legislation for the protection of Cape Cod Harbor was had as early as 1714, and more than twenty acts on the same subject between that date and 1864. Many appropriations have been made by Congress for the same end. See also the report of the Committee of 1854, and the full report of Commissioners. Senate Doc. No. 5, of 1854.

Gen. Totten and Col. Graham were of like opinion as to the need of a railroad.

By act of 1868, chap. 259, the Cape Cod Railroad Company was authorized to extend its road to the village of Provincetown, and to cross any navigable waters under direction of the Harbor Commissioners.

In 1872, chap. 143, authority was given to said company, or to the Old Colony Railroad Company (authorized to be formed by union of the Old Colony & Newport with the Cape Cod Company), to file a new location on or before July 1, 1872. This was done June 28, 1872, the former location having been filed August 30, 1871.

In 1873, chap. 9, sect. 1, the location of June 28, 1872, was approved and confirmed, and authority was given to refile it at any time before July 1, 1873. This was done June 28, 1873.

From the above the Board have reached these results: —

1. That the State has no legal claim against the Old Colony Railroad Company. We assume that proceedings could be had for land owned by the State in its capacity as a sovereign, i. e., land originally covered by navigable water, — a position carefully avoided by the Supreme Court in *Commonwealth v. Boston & Maine Railroad*, 3 Cush. 25. It may well be assumed, also, that the Railroad Company took some upland and flats of the State which formerly owned the whole of "Province-Town," or Province lands; and it may be taken for granted also that these lands were worth five dollars per acre, that being the usual price at which the right of way was acquired over contiguous territory. But the time has long since expired in which proceedings could be instituted by the Commonwealth for damages.

There is no intimation in any case that the right of the State is not barred by the lapse of three years as that of other landowners is. And the fixed policy of the State is to waive all advantages as to freedom from limitation founded in the rights of sovereignty. Chap. 197, Sect. 21, Pub. Stat.

2. The State has no claim founded in equity or good morals against the Old Colony Railroad Company. The whole matter was fully heard; objections were made and answered. It was no secret that a road might be constructed on the dike, and that some expense of filling might be saved and some security gained. And a mutual benefit from the arrangement was recognized. It is true that the Old Colony Railroad Company did not agree to keep the dike in repair. In other words, it did not agree to keep up the structure which sustains its track and road-bed. The State did not ask an agreement because the necessity which compelled the company to do this was stronger than an agreement. It is said that the location was certified without

actual notice or knowledge that the Commonwealth had paid for the dike. A technical answer would be that the State would not pay for the dike without actual knowledge which would continue when subsequent action was had. A better answer is that the dike was built in contemplation of its use by the railroad company after full notice, and with full knowledge that the promoters of the Old Colony enterprise had a special interest, which might be called a selfish interest, in the construction of the dike. Another reason for not asking contribution might have been the claim on the national government so strongly asserted by the legislature. It would have been hardly consistent with that claim to have asked payment from the railroad company.

The questions now raised have been fully heard and they were decided with great unanimity before 1872 and 1873. They are not open now because they were adjudicated years ago. They could not be tried now as well as they were tried at the time. And whether the decision was right or wrong it has long since been made.

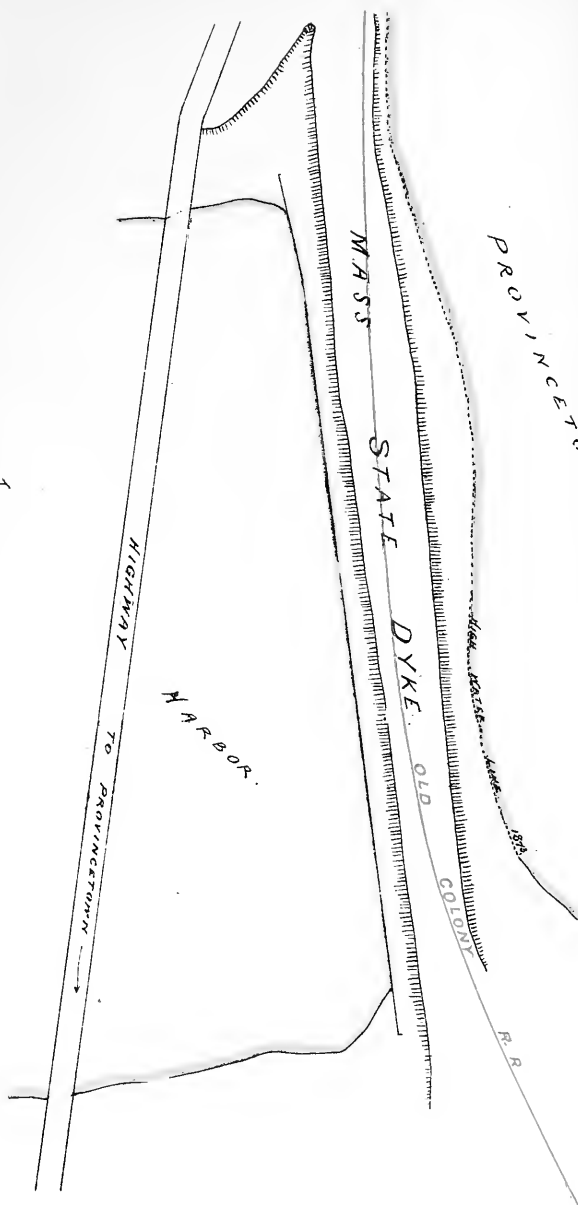
Upon one point time has answered an objection most strenuously against the dike project. It was said that the State would be led into boundless expense and the project was likened to the Hoosac Tunnel. The dike was completed within the appropriation. It has fully answered its purpose, and its construction with other measures adopted by the general government has averted the serious danger that once threatened this most important point. The railroad company has committed no fraud and the Commonwealth has suffered no wrong.

THOMAS RUSSELL, *Chairman*.

MARCH 19, 1883.

HARBOR.

PROVINCETOWN



E A S 1

Sketch showing

State Dyke, Old Colony R.R. and

Highway at East Harbor

Provincetown, Mass.

Keokuk - Keokuk

Scale 200 ft. per inch.

[L.]

MISCELLANEOUS.

HANOVER BRANCH RAILROAD COMPANY.

The managers of this Company claim the right to enter upon and use the railroad of the Old Colony Railroad Company and to have the terms and conditions of operation fixed by the Board, without any reciprocal right on the part of the Old Colony Company. The claim is founded upon chap. 185, sect. 5, of the Acts of 1846, and upon these words in sect. 3, chap. 112, Public Statutes : —

“ Nothing herein contained shall be construed to impair the validity of any special power heretofore conferred by charter, or other special act upon a particular corporation which had exercised such power before the 1st day of February, in the year eighteen hundred and seventy-five, or to prevent the continued exercise thereof, conformably, so far as may be, to the provisions of this chapter.”

The claim is that these words prevent the Old Colony Railroad Company from having the rights as to the Hanover Branch Railroad Company, which are given by the last clause of sect. 216, and by sects. 217 and 218, and it is urged that the right given by sect. 5, chap. 185 of 1846, is of no value, if the Old Colony Railroad Company can exercise the rights given by chap. 112.

I. This argument confounds the validity of a right with its value. The validity of the special powers conferred by sect. 5 of the charter is not impaired by the rights of the Old Colony Railroad Company. Those powers are in full force. The question whether it is expedient to use them does not affect their validity any more than the right to sue on a valid claim is affected by the fear that the defendant will file a set-off greater than the claim.

Certainly the special power remains, although the Hanover Branch

Railroad Company does not choose to exercise it. Nor is the statute construed "to prevent the continued exercise thereof conformably . . . to the provisions of this chapter." On the contrary the complaint is that its exercise is to be conformable to those provisions.

II. The claim of the Hanover Branch Railroad Company leaves out of view the provisions of sect. 6 of the charter, by which any road may be authorized to enter upon and use the Hanover Branch Railroad Company's road subject to its rules, or to such rules as may be determined according to the provisions of law.

III. The right given by sect. 5 of the charter of the Hanover Branch Railroad Company is affected and diminished by sect. 1 of chap. 155 of 1864, reviving the extinct charter. But it is not necessary to consider the extent of this limitation as the rights of both companies now depend upon the general law, and are reciprocal.

OCTOBER 17, 1883.

J. P. HIGGINS AND OTHERS OF HYDE PARK *v.* NEW YORK & NEW ENGLAND RAILROAD COMPANY.

The petitioners complain that they are greatly troubled by the loud and frequent whistling of engines attached to freight trains, especially late at night; that the disturbance renders a large part of the town almost unfit for residence, making sleep impossible, troubling the sick and sometimes producing fatal results. The annoyance is not caused by danger signals or crossing alarms, but is in all cases a private signal from one train-hand to another. Two screams of the whistle are an order to let off brakes; and four call in the rear brakeman who has been flagging the train. The testimony showed that the annoyance was increased by the practice of giving long-continued whistles, when the shortest possible would be as effective, and there was evidence of reckless if not malicious noise, the fault not of the management but of individual employees.

Most of the trouble arises from the fact that within a year a water-tank has been placed at the station in the heart of this densely peopled and growing town. The managers of the road have given good reason for the location. But it is their duty to confine the inconvenience arising from it within the narrowest limits.

They must be willing to submit to some inconvenience themselves rather than disturb so seriously the peace of the community. There is much necessary disturbance attending the operation of a railroad. But any avoidable disturbance of the public is not only an unwar-

ranted imposition but an indictable nuisance. This company has heretofore shown a commendable desire to avoid needless annoyance to the public in the matter of whistling at grade crossings. Even at some risk, its managers have discontinued this practice between Boston and Readville. But whistling for the direction of employees has not the excuse which may be pleaded for whistling at crossings; and in such a locality as Hyde Park it produces far more annoyance.

The Board earnestly recommends that it be dispensed with at this place in all cases, except where it is needed as a strict danger signal. And it is apparent to us that this can be done without any serious inconvenience.

1. Most of the trouble comes from East-bound trains. And it is admitted that the flagman can see the rear of the train, and can be called in by a lantern, or in the daytime by a flag.

2. It will rarely happen that West-bound trains will need to stop for water eight miles from their starting point, and with the abatement of the drought this necessity will hardly ever occur. When it does occur, the conductor can go far enough to the rear of his train to call in his flagman. The inconvenience of doing this is not to be weighed in comparison with a disturbance which affects the comfort and health of a large community.

3. There is no need of a whistle to give the signal for letting off the brakes from a train that has stopped for water. And there are well-conducted roads on which this is never done. It is on this road and on many others a habit rather than a necessity,—a habit which is of no consequence where the water station is remote from all dwellings, but one that should not be permitted in a crowded town.

The Board is confident that the managers of the road desire to meet the reasonable wishes of the people in this matter, and equally confident that it will be found easier than they suppose to abate this evil.

By the Board.

OCTOBER 17, 1883.

NOTE. — The recommendation of the Board was complied with on the day when it was given, to the entire satisfaction of the people and without inconvenience to the Railroad Company.

WHISTLING OF LOCOMOTIVES AT SHEFFIELD.

A hearing by the full Board at Sheffield was had July 18th, on a petition of several citizens complaining of needless and annoying whistling by the engines of the Housatonic Railroad, and at the close

of the hearing such orders for the abatement of the annoyance were given by President Barnum to the Superintendent, who was present, that the petitioners declared themselves satisfied and desired no further action.

PETITION OF THE ASSOCIATION FOR BUILDING THE NEW YORK & BOSTON INLAND RAILROAD FOR A CERTIFICATE OF INCORPORATION.

On a former hearing the petitioners presented a paper with the names of twenty-five persons subscribing for three shares each, and a construction company subscribing for 4,925 shares, the whole capital being fixed at \$500,000. Counsel appearing in opposition to the petition objected that the construction company was not a responsible party for the amount subscribed. This objection was sustained, and the petition was refused. It is now renewed, and new subscriptions are shown to the needed amount.

The petitioners must show (1) that the sum of \$500,000 has been subscribed; (2) that it is subscribed by responsible parties and in good faith; (3) that ten per cent. has been paid on each share; (4) that a sum has been paid in cash to the treasurer sufficient to pay all land damages.

(1.) It is objected that the subscription list was full when the second subscriptions were obtained, and that they are therefore void, because the subscription of the construction company has not been cancelled. The question is whether the associates were right in regarding that subscription as void and proceeding to fill the list. Upon consideration we think they were right. The decision was by the only tribunal which could pass upon the question, and no appeal could be taken. The decision was not, and perhaps could not be, that the subscription was bad in part and good in part. It was that the construction company was not responsible for its subscription. The association was not bound to compute or guess for how much the construction company was responsible and to come again to the Board with new applications until they should hit on the sum for which the Board would approve this subscriber. The subscription is condemned. If the Board had the power to condemn it in part they did not exercise it, and the association has a right to regard it as rejected in the whole. In soliciting and receiving this amount the associates depended upon filling their subscription. They were not bound to accept an amount indefinite and unknown. When they were informed

by authority that the subscription was not made by a responsible party they would seem to have a right to regard it as void.

It is more clear that so far as third parties are concerned, they have a right so to regard it when the subscriber does not object. It cannot have been intended that the assent, both of the subscriber and of the association, should be required before the subscription of an irresponsible party can be cancelled. If it were so, an enterprise might be ruined at the outset by the misfortune of having such a subscriber. He might be obstinate in refusing to cancel; he might fear that he would lose legal rights in so doing; he might desire to prevent the success of the enterprise.

In deciding this point, we look to the object of the general railroad law, which was, not to prevent but to promote the construction of railroads. Numerous formalities and technicalities make it difficult at best to act under the law. But it cannot have been intended that one person imposing upon a railroad association a subscription for which he was not responsible should have it in his power to block the enterprise or to compel its promoters to begin anew with all the attendant expense and delay. If this were law, no road could ever be constructed under this statute.

It is hard to suppose a clearer case than this: A party makes a large subscription. The party is objected to as irresponsible. The objection is sustained, and now, when the association yields to the decision and proves its good faith by seeking new subscriptions, the objecting party says that they are void because that old one is not cancelled.

The fact that in this particular case that subscriber would probably have withdrawn its subscription, if asked to do so, does not affect the law. It could not be compelled to do so by any known means, and certainly not without delay that might well be fatal to the whole scheme. The law governing the case would apparently be the same if the subscriber had become irresponsible by reason of losses, instead of having been found to be so by a decision on a mixed question of law and fact. The large amount of the rejected subscription does not affect the law. An irresponsible subscriber to one share could block a railroad enterprise if his withdrawal were required before allowing a new subscription.

The statutes and decisions upon the rights of railroad and other corporations as to delinquent subscribers have no bearing on this case. They relate to corporations, not to preliminary associations. In this case the supposed obstacle would prevent the association from reaching the stage when it could deal with a delinquent subscriber in any

way. In none of those cases was there any intervention by a tribunal pronouncing a subscriber irresponsible.

The Board is confident that the association may of its own motion set the subscription aside and treat it as void. The association has done so by procuring a full additional subscription of \$492,500, covering the whole amount of capital stock in disregard of the former subscription. No other idea was possible in doing this. No action could be more unequivocal. If a vote had been passed to cancel, and if the word "cancelled" had been written upon the subscription paper, it could not have been more clear. No statute prescribes any formal act as necessary for a cancellation of a subscription made by an irresponsible party or by any party. The course pursued by the association is sufficient proof that the subscription was set aside, even if the subscriber were trying to enforce his rights under his subscription, much more when he does not attempt to do so.

It might be argued that the subscribing company had a right to consider its subscription as set aside by the Board, and it might also be contended that the conduct of its officers was a withdrawal of subscription or an acquiescence in the action of the railroad association. But it appears more clearly that the association had a right to set it aside and that it has done so.

(2.) The responsibility of the parties now subscribing for \$500,000 is not denied, and has been made apparent by investigation and examination. Their good faith is shown by the fact that they have not only made themselves liable for that amount, but have actually incurred large expense in surveys and other preliminaries. Thousands of dollars have been spent in these proceedings. There is no more effective way in which parties can show good faith. The merits of the enterprise are not before this Board. The exigency is not before it, because it is excepted from the operation of the "exigency act." The question for us is not whether we believe the road will pay, nor whether it will be built. It is whether the subscribers believe it; and they have shown it in the only way possible.

(3.) Has ten per cent. been paid on each share? There is no doubt that the money has been paid, and is now on deposit. It was not paid by each subscriber, but it was advanced by one. The act does not say that each man shall pay ten per cent. of his subscription, but that it shall be paid. If, for convenience, or to save delay, one person advances ten per cent. on each share, the statute provision is complied with, and the object of the statute—viz., security for land owners and other creditors—is also obtained. Upon the original paper several wealthy residents of Milford subscribed for three shares each. The subscription was lawful, in good faith, and by responsible

parties. It did not cease to be so when another subscriber, to save trouble, advanced ten per cent. on their shares. It did not concern this Board or the public that he volunteered to pay a part of their subscription, nor are we concerned as to his right to recover the sums which he has volunteered to pay on account of other persons. The association has the money, and holds it, and must hold it, for the benefit of creditors, including claimants for land damages. The same reasoning applies to the larger amounts paid on the second subscription. Mr. Burleigh has increased his risk, but the security of the public remains the same. Has the \$50,000 been distributed so that ten per cent. is credited on each share? The certificate of the treasurer, directors and clerk says that it has been, and this we regard as conclusive. The certified fact that \$50,000 is in the treasury is proved and admitted. It does not seem to us that we ought to go behind the certificate to ascertain how it is credited. The responsibility of subscribers is left to the Board to decide, and so is their good faith. The Board must be satisfied of this, and we are satisfied. These are the vital questions. The manner of entering the payment on the books of the company, as shown by the certificate of the officers (and by the books themselves), is a matter upon which faith may be given to the officers. It is said that such a payment shows bad faith in the subscribers. But their responsibility and good faith are questions independent of this question of payment. If a party subscribes three shares or three hundred, it does not affect his good faith that another party, in order to expedite business, afterward advances ten per cent. in part payment of that subscription. The motive in this case was apparent—to save delay, because the subscribers were scattered through five States. Enough has appeared to show that Mr. Burleigh did originally pay \$50,000 to the treasurer to be apportioned upon the shares of the original subscribers, and that after the decision of the Board against the responsibility of the chief subscriber, Mr. Burleigh had such dealings and conversations with the treasurer that he felt authorized to apportion it upon the shares of the new subscribers also, although Mr. Burleigh never in so many words requested or authorized this action.

(4.) The land damages in each town have been estimated by the selectmen, and in the city of Boston by the first assistant assessor, a very high authority. The sum deposited seems ample to cover these damages. It is perhaps unnecessary to say that much larger subscriptions and payments must be made before construction can begin, and that each landowner has a right to individual security before his property can be taken. A bond has been given that the \$50,000 shall

remain in the treasury until it is withdrawn for lawful expenditures. This bond was required by the Board, under the provisions of the statute.

The certificate that the requirements for incorporation have been complied with is granted.

By the Board.

JANUARY 17, 1883.

RAILROAD POLICE.

COMMONWEALTH OF MASSACHUSETTS,
BOARD OF RAILROAD COMMISSIONERS, 7 PEMBERTON SQUARE.

*To the Presidents of the several Railroad Companies
operating Railroads in Massachusetts :*

It has recently come to the knowledge of the Board that many railroad corporations are deficient in Railroad Police; and it appears that many railroad managers are not aware of the need of such officers in their trains. It therefore seems advisable to call attention to the changes made in the common law by the statutes of Massachusetts.

No person can be removed even from one car to another except by a railroad police officer. A person may be drunk and disorderly, and may use the most profane and obscene language, so as to be a nuisance to the passengers; but a conductor or brakeman cannot remove him from the train, or even from the passenger car to the baggage car. (Chap. 112, sect. 197, Public Statutes.)

Removals from the train for non-payment of fare are illegal, unless made by a railroad police officer.

When such an officer has arrested a disorderly passenger, he must be taken to some station, where he can be placed in charge of an officer, who shall take him to some place of lawful detention. If this is not done, the courts would probably hold that the arrest was illegal from the beginning.

Officers are to wear a metallic badge in "plain sight." It would probably be held that an arrest made by an officer not so wearing such a badge was illegal.

Although the law has long been upon the statute-book, it seems not to be known or appreciated by most railroad managers. They have failed to notice the absolute prohibition of removal of any person from a car unless it is done under the Railroad Police law. This takes away from conductors and others many rights which they formerly had.

And this circular is issued because employes have incurred liabilities for themselves, and for railroad companies, by means of ignorance of the law, and because it is evident that serious consequences might result from the same cause.

Per order.

JANUARY, 16, 1883.

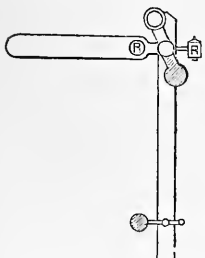
After the issuing of this circular, chapters 65 and 102 of the Acts of 1883, were enacted on representations made by railroad managers.

RULES FOR THE USE OF CROSSING-SIGNALS AT FITCHBURG, ADOPTED BY THE FITCHBURG AND OLD COLONY RAILROAD COMPANIES.

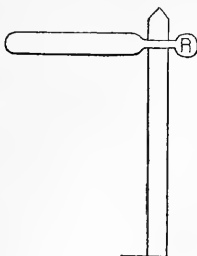
At Home Signal. Danger is indicated by horizontal position of a blade, which at night is represented by two red lights, horizontally, for the Old Colony Railroad, and by one red light for the Fitchburg Railroad.

At Distant Signal. The distant signal will indicate caution by a horizontal position of the blade, which at night is represented by two green lights, horizontally, for the Old Colony Railroad, and one green light for the Fitchburg Railroad.

At both Home and Distant Signal. Safety is indicated by blade nearly in vertical position, which at night is represented by two white lights, vertically, for the Old Colony Railroad, and one white light for the Fitchburg Railroad.



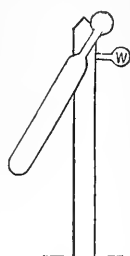
DANGER.
For O. C. R. R.



DANGER.
For Fitchburg R. R.



ALL CLEAR.
For O. C. R. R.



ALL CLEAR.
For Fitchburg R. R.

When the outer or distant signal is at caution, it indicates that *crossing is not clear*, or that some switch is open, and engine-man must approach home signal cautiously, with train under control, prepared to stop before passing home signal.

Train-men will apply the hand-brake at a point necessary to make the stop before reaching the home signal, and stop the train unless the engine-man sound the whistle to let off brakes.

When the distant signal shows all clear, the engine-man may whistle to let off brakes, and if he finds the home signal all clear, may proceed over the crossing at a speed not exceeding fifteen miles per hour.

If the distant signal indicates caution, the train will proceed only as the way is known to be clear.

The home signal must never be passed until shown at safety — there being an open switch between it and the crossing.

In case, at night, the above-described lights are not seen, trains will stop before reaching home signal.

Train-men will avoid having their trains remain for any length of time upon the ground switches, that the man at the signal station may be allowed to operate signals for the clear passing of trains.

There being no distant signals for South or East bound trains, they will be governed entirely by home signal, in crossing and whistling off brakes.

[N.]

EXPENSES OF OFFICE

FOR THE YEAR ENDING DEC. 31, 1883.

Rent,	\$1,338 50
Care of office and messenger,	400 00
Printing blanks, circulars, etc.,	282 35
Postage,	134 75
Record books, paper and other stationery,	69 55
Services and expenses of experts and other agents,	117 50
Law and other books and directory,	27 75
Newspapers and railroad periodicals,	56 35
Telegraph, express, and District Telegraph Co.,	39 27
Repairs of office and furniture,	17 32
Advertising,	42 25
Binding, etc.,	4 00
Ice, gas and office expenses,	57 61
Officers' and witness' fees,	30 30
Moving office,	51 00
Miscellaneous,	10 65
	<hr/>
	\$2,679 15

Received from Railroad corporations for printing annual returns, and paid into State treasury,	\$1,580 00
From sale of old furniture,	25 84
	<hr/>
	\$1,605 84

BOARD OF RAILROAD COMMISSIONERS,

FEBRUARY, 1884.

THOMAS RUSSELL, Boston, <i>Chairman</i> ,	Term expires July, 1885.
JOSEPH H. CHADWICK, Hyde Park,	" " July, 1884.
EVERETT A. STEVENS, Boston,	" " July, 1886.

Clerk — WM. A. CRAFTS, Boston.

Accountant — FRED E. JONES, Boston.

TABULATED STATEMENT

OF

RAILWAY AND RAILROAD

RETURNS.

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Horses,	49	202
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Main Line,	51	202
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Per Mile of Single Track operated,	68	208
Per Round Trip,	69	208
Per Mile run,	70	208
Per Passenger carried,	71	208

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Per Mile of Single Track operated,	72	208
Per Round Trip,	73	208
Per Mile run,	74	210
Per Passenger carried,	75	210

NET INCOME.

Per Mile of Single Track operated,	76	210
Per Round Trip,	77	210
Per Mile run,	78	210
Per Passenger carried,	79	210

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Main Line,	1	214
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* Operating the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads.

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 TABULATED COMPARATIVE RESULTS.

STOCK, DEBT AND COST PER MILE OF ROAD OWNED.

Stock paid in,	74	256
Net Debt,	75	256
Total Stock and Net Debt,	76	256
Cost of Construction,	77	256
Cost of Equipment,	78	256
Cost of Total Permanent Investments,	79	256.

EARNINGS AND EXPENSES PER MILE OF ROAD OPERATED.

Total Transportation Earnings,	80	257
Total Transportation Expenses,	81	257
Net Earnings,	82	257

* Makes special report to the Legislature.

EARNINGS AND EXPENSES PER TOTAL REVENUE-TRAIN MILE.

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RATES OF FARES PER MILE.

Season-ticket Passengers,	101	260
Local Passengers (including season),	102	260
Passengers to and from other roads,	103	260
All Passengers,	104	260

RATE OF FREIGHT PER TON PER MILE.

Local Freight,	105	260
Freight to and from other roads,	106	260
All Freight,	107	260

EARNINGS, EXPENSES AND NET EARNINGS.

Total Passenger Earnings,	108	261
Total Freight Earnings,	109	261
Total Transportation Earnings,	110	261
Total Operating Expenses,	111	261
Total Net Earnings,	112	261
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ABSTRACT OF STREET RAILWAY RETURNS.

STREET RAILWAYS.		CAPITAL STOCK, DEBT, ETC.						
		1.—Capital Stock paid in.	2.—Num-ber of Stock-holders.	3.—Funded Debt.	4.—Unfunded Debt.	5.—Gross Debt.	6.—Cash and Cash Assets.	7.—Net Debt.
1	Albany Street Freight.	\$50,000 00	4	—	—	—	\$776 35	—
2	Arlington.	13,600 00	23	—	—	—	—	—
3	Brockton.	75,000 00	50	\$15,000 00	\$846 13	\$15,846 13	2,848 81	\$12,997 32
4	Boston & Chelsea.	121,000 00	83	—	—	—	—	—
5	Cambridge.	1,600,000 00	781	600,000 00	90,346 50	690,346 50	97,466 39	592,880 11
6	Charles River.	250,000 00	157	—	75,956 89	75,956 89	11,688 41	64,268 45
7	Globe.	200,000 00	50	—	1,446 17	1,446 17	28,702 07	—
8	Haverhill & Groveland.	24,000 00	21	—	1,500 00	1,500 00	1,166 35	333 65
9	Highland.	744,000 00	335	431,000 00	65,357 04	496,357 04	71,803 75	424,553 29
10	Lowell.	93,100 00	107	—	9,953 00	9,953 00	10,999 77	—
11	Lynn & Boston.	300,000 00	122	175,000 00	60,768 16	235,768 16	32,204 58	203,563 58
12	Malden & Melrose.	165,500 00	51	—	—	—	—	—
13	Merrimac Valley.	50,000 00	46	—	12,000 00	12,000 00	1,671 04	10,328 96
14	Metropolitan.	1,500,000 00	1,016	1,044,000 00	719,783 92	1,763,783 92	51,481 24	1,712,302 68
15	Middlesex.	650,000 00	402	450,000 00	218,558 02	668,558 02	354,376 74	314,181 28
16	Naumkeag.	70,000 00	13	84,100 00	35,560 92	119,660 92	50,367 31	69,293 61
17	New Bedford & Fairhaven.	135,000 00	132	—	—	—	6,245 18	—

18	Newburyport & Amesbury, .	37,500 00	32	24,000 00	750 00	24,750 00	486 45	24,263 55
19	Northampton,	50,000 00	12	-	5,992 88	5,992 88	3 95	5,988 93
20	North Woburn,	25,000 00	13	-	4,400 00	4,400 00	153 37	4,246 63
21	Salem,	150,000 00	63	34,100 00	37,700 00	71,800 00	34,327 43	37,472 57
22	Somerville,	153,000 00	104	-	-	-	-	-
23	South Boston,	750,000 00	461	-	117,036 14	117,036 14	44,568 44	72,467 70
24	Springfield,	125,000 00	46	-	13,288 82	13,288 82	5,141 07	8,147 75
25	Stoneham,	33,000 00	16	-	-	-	1,168 30	-
26	Taunton,	40,000 00	113	-	6,000 00	6,000 00	4,152 59	1,847 41
27	Waltham & Newton, . .	30,000 00	86	-	19,100 00	19,100 00	1,113 50	17,986 50
28	Winnisimmet,	50,000 00	45	-	200 00	200 00	323 35	-
29	Worcester,	40,000 00	8	40,000 00	37,922 35	77,922 35	5,661 34	72,261 01
	Total,	\$7,524,700 00	4,392	\$2,897,200 00	\$1,534,466 94	\$4,431,666 94	\$818,897 81	\$3,612,769 13

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		COST OF ROAD, EQUIPMENT, ETC.					13.—Total Property and Assets.
		8.— Road.	9.— Equipment.	10.— Land and Buildings.	11.— Other Property.	12.— Total Permanent Investments.	
1	Albany Street Freight,	\$49,066 29	—	—	—	\$49,066 29	\$49,842 64
2	Arlington,	13,600 00	—	—	—	13,600 00	13,600 00
3	Brockton,	81,176 95	\$22,462 80	\$3,154 02	—	106,793 77	109,642 58
4	Boston & Chelsea,	121,000 00	—	—	—	121,000 00	121,000 00
5	Cambridge,	1,100,000 00	502,351 71	600,400 00	—	2,202,751 71	2,300,218 10
6	Charles River,	153,345 56	86,325 84	43,144 29	\$1,351 60	284,167 29	\$1 295,855 73
7	Globe,	100,174 34	42,343 84	35,136 90	—	177,654 72	206,356 79
8	Haverhill & Groveland,	15,200 00	8,064 42	4,200 00	—	27,464 42	28,630 77
9	Highland,	364,864 86	380,072 88	393,786 75	57,000 00	1,195,724 49	1,267,528 24
10	Lowell,	68,886 25	23,545 71	17,372 82	—	109,804 78	120,804 55
11	Lynn & Boston,	329,623 65	130,320 20	78,288 21	2,614 11	540,846 17	573,050 75
12	Malden & Melrose,	74,719 52	—	—	—	74,719 52	74,719 52
13	Merrimac Valley,	20,000 00	9,600 00	40,000 00	—	69,600 00	71,271 04
14	Metropolitan,	1,542,673 39	923,092 87	1,083,908 31	175,000 00	3,724,674 57	3,776,155 81
15	Middlesex,	532,691 99	220,320 78	250,040 77	—	1,003,053 54	1,357,430 28
16	Naumkeag,	14,609 36	55,178 95	5,630 18	139,475 38	214,893 87	265,261 18
17	New Bedford & Fairhaven,	84,999 15	36,097 90	32,364 90	—	153,461 95	159,707 13

18	Newburyport & Amesbury,	60,761 43	-	-	1,100 00	61,861 43	62,347 88
19	Northampton,	46,150 00	5,052 50	4,100 00	-	55,302 50	55,306 45
20	North Woburn,	25,550 00	1,950 00	1,500 00	-	29,000 00	29,153 37
21	Salem,	203,569 52	-	5,283 84	-	208,853 36	243,180 79
22	Somerville,	153,000 00	-	-	-	153,000 00	153,000 00
23	South Boston,	293,798 14	248,501 10	305,592 49	10,000 00	857,891 73	902,460 17
24	Springfield,	85,372 55	32,439 46	48,284 75	-	166,096 76	171,237 83
25	Stoneham,	33,600 00	8,295 80	3,429 83	1,629 00	46,954 63	48,122 93
26	Taunton,	24,000 00	14,465 00	8,000 00	-	46,465 00	50,617 59
27	Waltham & Newton,	37,493 41	7,744 37	3,448 88	-	48,686 66	49,800 16
28	Winnistimmet,	50,000 00	-	-	-	50,000 00	50,323 35
29	Worcester,	80,410 97	29,883 48	27,079 00	-	137,373 45	143,034 79
Total,		\$5,760,337 33	\$2,788,109 25	\$2,994,145 94	\$388,170 09	\$11,930,762 61	\$12,749,660 42

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.	PROPERTY ACCOUNTS: ADDITIONS AND REDUCTIONS DURING THE YEAR.					
	14.—Construction.	15.—Equipment.	16.—Other Property.	17.—Total Additions.	18.—Reductions.	19.—Net Additions.
1 Albany Street Freight,	—	—	—	—	—	—
2 Arlington,	—	—	—	—	—	—
3 Brockton,	—	\$3,365 26	\$1,721 77	\$5,087 03	\$234 40	\$4,852 63
4 Boston & Chelsea,	—	—	—	—	—	—
5 Cambridge,	—	502,351 71	600,400 00	1,102,751 71	—	1,102,751 71
6 Charles River,	\$37,346 53	60,158 53	24,080 13	121,585 19	1,000 00	120,585 19
7 Globe,	3,409 21	2,433 75	807 31	6,650 27	—	6,650 27
8 Haverhill & Groveland,	—	—	—	—	—	—
9 Highland,	—	12,111 36	39,949 04	52,060 40	—	52,060 40
10 Lowell,	—	—	—	—	—	—
11 Lynn & Boston,	31,559 84	22,800 64	11,906 17	66,266 65	—	66,266 65
12 Malden & Melrose,	—	—	—	—	—	—
13 Merrimac Valley,	—	—	—	—	—	—
14 Metropolitan,	5,070 31	63,079 19	83,984 36	152,733 86	6,000 00	151,560 86
15 Middlesex,	4,433 63	3,611 67	—	8,045 30	11,000 00	2,954 70d
16 Naumkeag,	5,306 28	8,473 21	2,140 11	15,919 60	1,175 00	14,744 60
17 New Bedford & Fairhaven,	1,964 80	6,399 95	1,867 27	10,232 02	—	10,232 02

18	Newburyport & Amesbury,	-	-	-	-	-	-	-	-
19	Northampton,	-	1,050 00	-	-	1,050 00	-	-	1,050 00
20	North Woburn,	-	-	-	-	-	-	-	-
21	Salem,	-	-	-	-	-	-	-	-
22	Somerville,	40,057 62	-	-	-	40,057 62	57 62	40,000 00	40,000 00
23	South Boston,	3,507 00	5,036 35	-	-	8,543 35	20,263 50	11,720 15 ^d	11,720 15 ^d
24	Springfield,	-	2,701 00	-	-	2,701 00	-	2,701 00	2,701 00
25	Stoneham,	-	677 87	-	-	677 87	-	677 87	677 87
26	Taunton,	-	1,145 00	-	-	1,145 00	680 00	465 00	465 00
27	Waltham & Newton,	-	1,954 75	-	-	1,954 75	-	1,954 75	1,954 75
28	Winnisimmet,	-	-	-	-	-	-	-	-
29	Worcester,	-	2,378 00	-	-	3,532 73	-	3,532 73	3,532 73
	Total,	\$134,409 95	\$699,728 24	\$766,856 16	\$1,600,994 35	\$41,583 52	\$1,559,410 83		

^d Net reductions.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

STREET RAILWAYS.		REVENUE FOR THE YEAR.				
		20.—Passengers.	21.—Rents.	22.—Mail and Express.	23.—Sales of Manure.	24.—Other Sources.
1	Albany Street Freight,	*	-	-	-	\$2,058 00
2	Arlington,	†	\$916 00	-	-	816 00
3	Brockton,	\$37,481 83	-	-	\$325 00	38,650 36
4	Boston & Chelsea,	‡	7,260 00	-	-	7,260 00
5	Cambridge,	615,396 81	-	-	9,495 81	625,460 11
6	Charles River, . . .	61,507 29	-	-	711 49	62,807 28
7	Globe,	89,551 30	-	-	861 25	90,766 60
8	Haverhill & Groveland,	11,788 71	-	-	-	11,788 71
9	Higland,	482,899 10	1,637 70	-	3,197 04	489,717 59
10	Lowell,	57,080 96	-	-	101 75	58,024 93
11	Lynn & Boston, . . .	29,958 49	-	-	2,265 53	302,340 85
12	Malden & Melrose,	¶	-	-	-	-
13	Merrimac Valley,	44,418 99	-	-	400 00	45,019 03
14	Metropolitan, . . .	1,612,899 06	34,963 98	-	13,005 13	1,688,742 02
15	Middlesex,	334,786 21	8,773 48	-	3,134 07	348,372 88
16	Naumkeag,	81,950 33	-	-	965 28	83,094 61
17	New Bedford & Fairhaven,	71,580 94	-	\$715 45	628 80	72,935 19

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		EXPENSES FOR THE YEAR.						
	STREET RAILWAYS.	26.—Repairs of Road-bed and Track.	27.—Repairs of Equipment.	28.—Repairs of Buildings.	29.—Renewal of Horses.	30.—Salaries, etc., General Office.	31.—Wages, etc., Employés.	32.—Provender.
1	Albany Street Freight,	\$237 .08	—	—	—	\$150 00	—	—
2	Arlington,	—	—	—	—	—	—	—
3	Brockton,	—	\$1,612 31	—	\$215 00	1,275 00	\$10,943 57	\$7,483 39
4	Boston & Chelsea,	—	—	—	—	—	—	—
5	Cambridge,	9,550 72	30,599 74	\$987 84	26,304 00	13,210 00	251,478 64	129,672 39
6	Charles River,	—	3,523 58	193 53	1,000 00	3,088 47	36,320 83	17,388 96
7	Globe,	2,622 55	5,058 19	853 69	1,180 60	3,480 00	28,436 62	16,923 52
8	Haverhill & Groveland,	909 58	729 51	77 11	275 00	700 00	3,398 50	1,899 78
9	Highland,	9,082 92	36,735 27	1,783 53	21,432 00	16,400 00	185,641 63	86,821 71
10	Lowell,	5,216 31	6,053 61	164 75	2,880 50	3,053 56	17,384 38	9,311 22
11	Lynn & Boston,	13,204 22	30,738 66	3,562 36	15,258 50	8,683 39	97,327 08	52,772 35
12	Malden & Melrose,	—	—	—	—	—	—	—
13	Merrimac Valley,	5,560 72	2,816 70	—	1,390 00	1,700 00	12,524 55	8,765 51
14	Metropolitan,	44,683 67	133,297 41	17,273 17	63,930 50	26,433 22	686,180 81	308,596 83
15	Middlesex,	7,131 46	25,617 28	962 53	9,214 50	13,700 00	108,469 14	72,557 77
16	Naumkeag,	3,218 15	6,922 26	3,233 46	1,900 25	3,765 99	17,910 74	13,209 37
17	New Bedford & Fairhaven,	618 52	6,172 92	121 16	1,248 50	3,178 08	25,674 38	15,856 39

18	Newburyport & Amesbury,	34 35	-	-	250 00	-	-	-	-
	Lessee's Account,	1,821 46	374 93	-	135 00	1,409 88	1,560 00		
19	Northampton,	795 54	1,058 36	-	870 00	2,950 00	2,130 95		
20	North Woburn,	785 23	242 06	-	-	1,256 00	845 21		
21	Salem,	-	-	-	-	-	-		
22	Somerville,	-	-	-	-	-	-		
23	South Boston,	9,228 39	30,072 24	3,124 58	9,859 17	168,910 34	70,297 98		
24	Springfield,	3,003 40	5,449 08	314 43	3,227 00	21,081 49	12,259 19		
25	Stoneham,	1,080 29	1,417 93	630 46	500 00	4,615 98	3,485 02		
26	Taunton,	1,258 98	1,765 50	225 00	1,200 00	7,535 61	5,792 80		
27	Waltham & Newton,	2,213 44	236 72	-	840 00	2,856 67	1,674 76		
28	Winnisimmet,	-	-	-	-	-	-		
29	Worcester,	7,804 23	6,243 44	323 05	2,477 85	18,916 42	12,155 63		
	Total,	\$130,061 21	\$336,737 70	\$33,830 65	\$118,176 73	\$1,711,233 29	\$860,460 73		

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		EXPENSES FOR THE YEAR — Concluded.						
STREET RAILWAYS.		33.—Taxes.	34.—Rents.	35.—Insurance.	36.—Injuries to Persons and Property.	37.—Other Expenses.	38.—Total Ex- penses.	39.—Percent- age Expenses to Earnings.
1	Albany Street Freight,	\$172 80	—	—	—	\$1,411 80	\$1,971 68	—
2	Arlington, . . .	—	—	—	—	—	—	—
3	Brockton, . . .	1,146 00	—	\$220 18	—	2,579 08	25,474 53	66
4	Boston & Chelsea,	—	—	—	—	—	—	—
5	Cambridge, . . .	22,465 40	\$11,632 86	1,605 46	\$2,848 50	35,200 38	535,615 93	86
6	Charles River, . . .	1,935 33	3,036 38	789 51	39 10	6,042 04	73,357 73	117
7	Globe, . . .	1,804 44	—	618 28	943 65	4,309 90	66,231 44	73
8	Haverhill & Groveland,	322 71	—	93 75	—	588 26	8,994 20	76
9	Highland, . . .	12,949 88	16,811 41	3,669 15	4,873 11	16,084 35	412,284 96	84
10	Lowell, . . .	890 96	—	612 84	1,254 67	4,862 85	51,685 65	89
11	Lynn & Boston, . . .	6,097 51	20,226 91	1,789 31	3,963 20	14,722 49	268,345 98	89
12	Malden & Melrose,	—	—	—	—	—	—	—
13	Merrimac Valley, . . .	812 99	—	—	—	1,240 35	34,810 82	78
14	Metropolitan, . . .	33,701 99	3,959 77	5,094 06	21,037 62	59,430 83	1,403,619 88	84
15	Middlesex, . . .	9,868 10	6,728 60	1,610 74	1,647 90	18,066 44	275,574 16	79
16	Naumkeag, . . .	1,023 05	100 00	480 79	1,011 55	6,085 73	58,861 34	70
17	New Bedford & Fairhaven,	1,752 84	—	501 00	941 59	2,812 05	58,877 43	81

18	Newburyport & Amesbury, .	-	-	-	-	-	359 38	643 73	-
	Lessee's Account, .	-	-	-	-	87 42	70 00	5,458 69	-
19	Northampton, .	85 97	-	-	-	-	1,048 88	9,269 70	87
20	North Woburn, .	43 21	-	-	-	24 50	211 89	3,488 10	101
21	Salem, .	-	-	-	-	-	100 00	100 00	-
22	Somerville, .	-	-	-	-	-	417 75	417 75	-
23	South Boston, .	16,004 17	10,258 10	-	-	2,217 77	26,767 60	372,744 12	82
24	Springfield, .	2,446 28	-	-	-	429 12	1,507 67	52,145 76	82
25	Stoneham, .	297 46	-	-	-	90 80	2,042 07	14,635 01	75
26	Taunton, .	363 23	-	-	-	206 55	1,665 85	20,652 35	82
27	Waltham & Newton, .	46 12	-	-	-	48 75	2,041 04	9,957 50	90
28	Winnisimmet, .	-	-	-	-	-	-	-	-
29	Worcester, .	492 80	-	-	-	292 50	2,962 75	53,370 21	82
	Total, .	\$114,723 24	\$72,754 03	\$20,482 48	\$42,656 37	\$212,691 43	\$3,818,588 95		83

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

		NET INCOME, INTEREST, DIVIDENDS, ETC.						
		40.—Net Income.	41.—Interest Accrued.	42.—Dividends Declared.	43.—Per Cent.	44.—Balance for the Year.	45.—Surplus last Year	46.—Surplus Sept. 30, 1883.
STREET RAILWAYS.								
1	Albany Street Freight,	\$86 32	—	—	—	\$86 32	\$243 68 <i>d</i>	\$157 36 <i>d</i>
2	Arlington,	816 00	—	\$816 00	6	—	—	—
3	Brockton,	13,175 83	—	6,750 00	9	6,425 83	12,370 62	18,796 45
4	Boston & Chelsea,	7,260 00	—	7,260 00	6	—	—	—
5	Cambridge,	89,844 18	\$31,972 58	48,000 00	3	9,871 60	—	9,871 60
6	Charles River, . . .	10,550 45 <i>d</i>	1,138 31	—	—	11,688 76 <i>d</i>	18,412 40 <i>d</i>	30,101 16 <i>d</i>
7	Globe,	24,536 16	3,425 22	20,000 00	10	1,109 94	3,800 68	4,910 62
8	Haverhill & Groveland,	2,794 51	—	1,920 00	8	874 51	2,256 26	3,130 77
9	Highland,	77,432 63	34,132 11	48,000 00	8 <i>8</i>	4,699 48 <i>d</i>	31,870 68	27,171 20
10	Lowell,	6,339 28	66 58	5,538 00	6	731 70	17,016 85	17,751 55
11	Lynn & Boston, . . .	33,994 87	9,346 97	24,000 00	8	647 90	36,634 69	37,282 59
12	Malden & Melrose, . .	—	—	—	—	—	—	—
13	Merrimac Valley, . . .	10,208 21	915 00	3,000 00	6	6,293 21	2,977 83**	9,271 04
14	Metropolitan,	265,122 14	93,619 05	120,000 00	8	51,503 09	460,868 80	512,371 89
15	Middlesex,	72,798 42	24,955 08	43,085 00	7	4,758 34	34,113 92 <i>†</i>	38,872 26
16	Naumkeag,	24,233 27	4,260 53	15,400 00	22	4,572 74	71,027 52	75,600 28
17	New Bedford & Fairhaven, .	14,057 76	981 72	9,150 00	— <i>††</i>	3 926 04	20,643 63	24,569 67

18	Newburyport & Amesbury, .	1,356 27	1,680 00	-	-	323 73 <i>d</i>	421 61	97 88
	Lessee's account, .	2,539 16	-	-	-	2,539 16	-	2,539 16
19	Northampton, .	1,430 99	-	-	-	1,430 99	2,117 42 <i>d</i>	686 43 <i>d</i>
20	North Woburn, .	11 28 <i>d</i>	275 35	-	-	286 63 <i>d</i>	40 00	246 63 <i>d</i>
21	Salem, .	-	-	-	-	-	21,380 79	21,380 79
22	Somerville, .	7,580 00	-	-	7,580 00	-	-	-
23	South Boston, .	81,826 63	6,868 53	60,000 00	8	14,958 10	20,465 93*	35,424 03
24	Springfield, .	11,652 64	518 66	10,000 00	8	1,133 98	31,815 03	32,949 01
25	Stonham, .	5,001 43	-	1,980 00	6	3,021 43	12,101 50†	15,122 93
26	Taunton, .	4,663 18	385 83	2,400 00	6	1,877 35	2,740 24	4,617 59
27	Waltham & Newton, .	1,216 03	-	-	-	1,216 03	515 87 <i>d</i>	700 16
28	Winnimmet, .	3,000 00	-	3,000 00	6	-	123 35	123 35
29	Worcester, .	12,050 40	3,708 48	-	-	8,341 92	16,770 52	25,112 44
	Total, .	\$764,453 58	\$218,250 00	\$437,879 00	5.4	\$108,324 58	\$778,151 08	\$886,475 68

* \$14,805.00 deducted from last year's surplus for "Depreciation."

† \$7,000 00 deducted from last year's surplus for lawsuit settled.

†† 5 per cent for 6 months on \$75,000.00; 4 per cent for 6 months on \$135,000.00.

§ On \$600,000.00 of Capital Stock.

** \$6,000 00 deducted from last year's surplus for "Depreciation."

† \$16,595.40 deducted from last year's surplus for "Depreciation."

d Deficit.

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS	EQUIPMENT.				LENGTH OF ROAD.		
		47.—Cars.	48.—Other Vehicles.	49.—Horses.	50.—Harnesses.	51.—Main Line.	52.—Sidings.	53.—Total Length.
1	Albany Street Freight,	—	—	—	—	.856	.076	.932
2	Arlington,	—	—	—	—	1.576	—	1.576
3	Brockton,	14	3	56	10	3.750	.100	3.850
4	Boston & Chelsea,	—	—	—	—	4.116	.038	4.154
5	Cambridge,	239	4	1,457	550	42.734	.880	43.614
6	Charles River, . . .	34	—	240	40	8.260	.915	9.175
7	Globe,	32	9	148	48	7.457	1.560	9.017
8	Haverhill & Groveland,	6	3	14	8	3.113	.167	3.280
9	Highland,	167	9	855	213	16.160	.920	17.080
10	Lowell,	23	7	86	24	5.111	.674	5.785
11	Lynn & Boston, . . .	114	10	514	133	25.796	2.659	28.455
12	Malden & Melrose,	—	—	—	—	3.832	.475	4.307
13	Merrimac Valley,	20	4	66	16	5.800	.900	6.700
14	Metropolitan, . . .	644	34	3,147	1,019	70.955	6.654	77.609
15	Middlesex,	132	—	576	140	13.406	1.494	14.900
16	Naumkeag,	48	16	98	46	2.446	1.101	3.547
17	New Bedford & Fairhaven,	32	5	116	27	6.399	.492	6.891

18	Newburyport & Amesbury, . . .	12	4	54	20	6.333	.038	6.371
19	Northampton, . . .	5	1	22	5	3.200	.030	3.230
20	North Woburn, . . .	3	2	5	4	2.690	-	2.690
21	Salem, . . .	-	-	-	-	7.785	.763	8.548
22	Somerville, . . .	-	-	-	-	4.879	.526	5.405
23	South Boston, . . .	169	-	700	252	12.451	.205	12.656
24	Springfield, . . .	22	9	96	35	5.580	2.150	7.730
25	Stoneham, . . .	9	1	29	9	2.680	.050	2.730
26	Taunton, . . .	14	3	39	15	4.090	.284	4.374
27	Waltham & Newton, . . .	6	5	12	5	3.211	.160	3.371
28	Winnisimmet, . . .	-	-	-	-	1.005	.964	1.969
29	Worcester, . . .	17	5	88	28	5.330	.470	5.800
	Total, . . .	1,762	134	8,418	2,647	281.001	24.745	305.746

ABSTRACT OF STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS	MILEAGE, ETC.					ACCIDENTS.	
		54. — Miles run.	55. — Passengers Carried.	56. — Round Trips.	57. — Average No. of Passengers per Round Trip	58. — Persons Employed.	59. — Fatal.	60. — Injured.
1	Albany Street Freight, . .	-	-	-	-	-	-	-
2	Arlington,	-	-	-	-	-	-	-
3	Brockton,	126,187	738,896	16,825	44	21	-	-
4	Boston & Chelsea, . .	-	-	-	-	-	-	-
5	Cambridge,	2,360,776	12,141,249	293,150	42	488	1	-
6	Charles River,	313,787	1,248,053	45,678	27	110	-	-
7	Globe,	284,413	1,725,177	58,802	29	68	-	-
8	Haverhill & Groveland, .	32,506	182,282	7,912	23	6	-	-
9	Highland,	1,604,288	9,839,590	235,486	42	346	-	4
10	Lowell,	187,489	1,104,723	18,748	59	40	-	1
11	Lynn & Boston,	944,396	5,593,002	121,707	46	213	-	13
12	Malden & Melrose, . .	-	-	-	-	-	-	-
13	Merrimac Valley, . . .	170,240	710,704	33,926	21	25	-	1
14	Metropolitan,	5,675,366	32,420,496	855,561	38	1,435	4	9
15	Middlesex,	1,068,168	6,720,065	150,745	43	244	-	8
16	Naumkeag,	201,720	1,317,670	29,917	44	45	-	9
17	New Bedford & Fairhaven, .	305,982	1,465,025	54,929	27	46	-	4

18	Newburyport & Amesbury,*	18,480	106,640	1,440	-	17	-	-
19	Northampton,	37,913	129,440	5,924	22	7	-	-
20	North Woburn,	19,427	71,429	3,611	20	3	-	-
21	Salem,	-	-	-	-	-	-	-
22	Somerville,	-	-	-	-	-	-	-
23	South Boston,	1,381,790	9,305,738	227,848	41	311	-	5
24	Springfield,	231,358	1,190,508	48,334	25	46	-	-
25	Stonham,	48,500	216,608	9,700	22	12	-	-
26	Taunton,	92,832	482,340	16,052	30	15	-	-
27	Waltham & Newton,	28,398	175,796	4,368	40	6	-	-
28	Winnisimmet,	-	-	-	-	-	-	-
29	Worcester,	203,548	1,344,365	42,327	32	37	-	1
	Total,	15,337,504	88,229,796	2,291,990	38	3,541	5	55

* Lessee's account.

COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS.

	STREET RAILWAYS.	PER MILE OF ROAD OWNED.			PER MILE OF ROAD OPERATED.			
		61.—Capital Stock Paid in	62.—Net Debt.	63.—Cost of Construction.	64.—Cost of Equipment	65.—Repairs of Road-bed and Track.	66.—Repairs of Equipment.	67.—Renewals Horses.
1	Albany Street Freight,	\$58,411 20	—	\$37,320 40	—	—	—	—
2	Arlington,	8,629 44	—	8,629 44	—	—	—	—
3	Brockton,	20,000 00	\$3,465 95	21,647 18	\$5,990 08	—	\$429 95	\$57 33
4	Boston & Chelsea,	29,397 47	—	29,397 47	—	—	—	—
5	Cambridge,	37,440 04	13,873 41	25,740 03	9,840 58	\$187 09	599 42	515 27
6	Charles River, . . .	30,266 34	7,780 68	18,564 84	6,632 80	—	270 73	76 83
7	Globe,	26,820 44	—	13,433 60	5,078 35	351 69	678 31	158 32
8	Haverhill & Groveland,	7,709 60	107 18	4,882 75	2,590 55	292 19	234 34	88 34
9	Highland,	46,039 60	26,271 86	22,578 27	17,143 57	409 69	1,656 98	966 71
10	Lowell,	18,215 61	—	13,478 03	4,606 87	1,020 61	1,184 43	563 59
11	Lynn & Boston, . . .	11,629 71	7,891 28	12,778 09	4,091 04	414 51	964 96	479 00
12	Malden & Melrose, . .	43,188 94	—	19,498 83	—	—	—	—
13	Merrimac Valley, . . .	8,620 69	1,780 86	3,448 28	1,655 20	958 74	485 64	239 66
14	Metropolitan,	21,140 16	24,132 23	21,741 57	12,255 45	593 24	1,769 72	848 77
15	Middlesex,	48,485 75	23,435 87	39,735 34	10,558 84	341 77	1,227 70	441 60
16	Naumkeag,	—	—	—	5,395 26	314 55	676 60	185 73
17	New Bedford & Fairhaven,	21,097 05	—	13,283 19	5,641 18	96 66	964 67	195 11

18	Newburyport & Amesbury,	5,921 36	3,831 29	9,594 41	-	-	-	-	-
19	Northampton,	15,625 00	1,871 53	14,421 88	1,578 91	248 61	330 74	103 13	-
20	North Woburn,	9,293 70	1,541 50	9,498 14	724 90	291 91	89 98	29 74	-
21	Salem,	10,267 82	4,813 43	26,148 94	-	-	-	-	-
22	Somerville,	31,358 90	-	31,358 90	-	-	-	-	-
23	South Boston,	60,236 13	5,820 23	23,596 35	17,077 94	634 21	2,066 68	954 95	-
24	Springfield,	22,401 43	1,460 17	15,299 74	5,813 52	538 24	976 54	309 48	-
25	Stoneham,	12,313 43	-	12,537 31	3,095 45	403 09	529 08	177 24	-
26	Taunton,	9,779 95	451 69	5,867 97	3,536 67	307 82	431 66	148 88	-
27	Waltham & Newton,	9,342 85	560 15	11,076 55	2,411 82	689 33	73 72	-	-
28	Winnisimmet,	50,000 00	-	50,000 00	-	-	-	-	-
29	Worcester,	7,504 69	13,557 41	15,086 49	5,606 66	1,464 21	1,171 38	271 21	-
	Average,	\$26,778 20	\$12,856 78	\$20,499 35	\$9,163 21	\$427 45	\$1,106 70	\$541 59	-

COMPARATIVE STATEMENTS FROM STREET RAILWAY RETURNS — Continued.

	STREET RAILWAYS.	GROSS INCOME.				EXPENSES.	
		68. — Per Mile Operated.	69. — Per Round Trip.	70. — Per Mile Run.	71. — Per Passenger Carried.	72. — Per Mile Operated.	73. — Per Round Trip.
1	Albany Street Freight, .	—	—	—	—	—	—
2	Arlington,	—	—	—	—	—	—
3	Brockton,	\$10,306 77	\$2 30	\$0.3067	\$0.0523	\$6,793 22	\$1 52
4	Boston & Chelsea, .	—	—	—	—	—	—
5	Cambridge,	12,252 15	2 13	.2649	.0515	10,492 19	1 83
6	Charles River, . . .	4,825 76	1 38	.2000	.0503	5,636 40	1 61
7	Globe,	12,172 00	1 54	.3191	.0526	8,881 78	1 12
8	Haverhill & Groveland, .	3,786 93	1 49	.3627	.0648	2,889 23	1 14
9	Highland,	22,089 20	2 08	.3053	.0498	18,596 52	1 75
10	Lowell,	11,352 95	3 09	.3103	.0525	10,112 63	2 75
11	Lynn & Boston, . . .	9,491 16	2 48	.3203	.0541	8,423 98	2 20
12	Malden & Melrose, .	—	—	—	—	—	—
13	Merrimac Valley, . .	7,761 90	1 33	.2645	.0633	6,001 86	1 03
14	Metropolitan, . . .	22,155 07	1 95	.2940	.0515	18,635 17	1 64
15	Middlesex,	16,695 72	2 18	.3262	.0518	13,206 87	1 72
16	Naumkeag,	8,121 84	2 78	.4113	.0630	5,753 23	1 97
17	New Bedford & Fairhaven, .	11,397 91	1 34	.2383	.0498	9,201 04	1 07

18	Newburyport & Amesbury, .	.	.	.	.	-	-	-	-	-	-	-	-	-	-	-
19	Northampton, .	.	.	.	.	3,343	97	1	80	.2822	.0829	2,896	78	1	56	
20	North Woburn, .	.	.	.	.	1,292	50	96		.1830	.0490	1,296	69	97		
21	Salem, .	.	.	.	.	-	-	-	-	-	-	-	-	-	-	-
22	Somerville, .	.	.	.	.	-	-	-	-	-	-	-	-	-	-	-
23	South Boston, .	.	.	.	.	31,239	83	2	00	.3289	.0489	25,616	39	1	64	
24	Springfield, .	.	.	.	.	11,433	41	1	32	.2758	.0536	9,345	12	1	08	
25	Stoneham, .	.	.	.	.	7,327	03	2	03	.4048	.0905	5,460	83	1	51	
26	Taunton, .	.	.	.	.	6,189	61	1	58	.2727	.0525	5,049	47	1	29	
27	Waltham & Newton, .	.	.	.	.	3,479	77	2	56	.3990	.0635	3,101	06	2	28	
28	Winnisimmet, .	.	.	.	.	-	-	-	-	-	-	-	-	-	-	-
29	Worcester, .	.	.	.	.	12,274	03	1	55	.3214	.0487	10,013	17	1	26	
	Average, .	.	.	.	.	\$15,062	32	\$2	00	\$0.2988	\$0.0520	\$12,549	92	\$1	67	

COMPARATIVE STATEMENTS OF STREET RAILWAY RETURNS — Concluded.

			EXPENSES — Continued.		NET INCOME.			
			74. — Per Mile Run.	75. — Per Passenger Carried.	76. — Per Mile Operated.	77. — Per Round Trip.	78. — Per Mile Run.	79. — Per Passenger Carried.
STREET RAILWAYS.								
1	Albany Street Freight, .	.	—	—	—	—	—	—
2	Arlington, .	.	—	—	—	—	—	—
3	Brockton, .	.	\$0.2022	\$0.0345	\$3,513 55	\$0 78	\$0.1045	\$0.0178
4	Boston & Chelsea, .	.	—	—	—	—	—	—
5	Cambridge, .	.	.2269	.0441	1,759 96	30	.0380	.0074
6	Charles River, .	.	.2336	.0588	810 64 <i>d</i>	23 <i>d</i>	.0336 <i>d</i>	.0085 <i>d</i>
7	Globe, .	.	.2328	.0384	3,290 22	42	.0362	.0142
8	Haverhill & Groveland, .	.	.2767	.0494	897 70	35	.0860	.0154
9	Hingham, .	.	.2570	.0419	3,492 68	33	.0483	.0079
10	Lowell, .	.	.2764	.0468	1,240 32	34	.0339	.0057
11	Lynn & Boston, .	.	.2843	.0480	1,067 18	28	.0360	.0061
12	Malden & Melrose, .	.	—	—	—	—	—	—
13	Merrimac Valley, .	.	.2045	.0490	1,760 04	30	.0600	.0143
14	Metropolitan, .	.	.2473	.0433	3,519 90	31	.0467	.0082
15	Middlesex, .	.	.2580	.0410	3,488 85	46	.0682	.0108
16	Naumkeag, .	.	.2913	.0446	2,368 61	81	.1200	.0184
17	New Bedford & Fairhaven, .	.	.1924	.0402	2,196 87	27	.0459	.0096

[illegible]

d Deficits.

TABULATED STATEMENT

COMPILED FROM

RETURNS OF RAILROADS.

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
ASHBURNHAM, ATTLEBOROUGH BRANCH. (See <i>Boston & Providence</i>), BERKSHIRE. (See <i>Heustache</i>), BOSTON & ALBANY, <i>Atchaf.</i> <i>Grand Junction</i> , <i>Newton Lower Falls</i> , <i>Newton Highlands</i> , <i>Saxonville</i> , <i>Milford</i> , <i>Millbury</i> , <i>Chatham & Hudson</i> , North Brookfield, Pittsfield & North Adams, Ware River, Spencer, BOSTON, BARRE & GARDNER,	Ashburnham June.	Ashburn Centre,	2,500	2,500	—	—	.379	—	2,879
	—	—	—	—	—	—	—	—	—
	Boston,	Albany, N. Y.,	201 650	162 350	162 350	39 300	180 480	31 800	725 320
	Springfield,	Atchaf.	47 700	47 700	—	—	—	—	—
	Cottage Farm,	East Boston,	9 300	9 300	1 790	—	—	—	—
	Riverside June,	Newton L. Falls,	1 100	1 100	—	—	—	—	—
	Beacon St., Bos- ton,	Cook St., Newton	6 890	6 890	6 430	—	—	—	—
	Natick,	Saxonville,	3 700	3 700	—	—	—	—	—
	S. Framingham,	Milford,	12.	12.	—	—	—	—	—
	Millbury June,	Millbury Village,	3.	3.	—	—	—	—	—
	Chatham, N. Y.,	Hudson, N. Y.,	17 330	—	—	1.	—	—	—
	E. Brookfield,	N. Brookfield,	4 160	4 160	—	—	.490	—	4 650
	Pittsfield,	North Adams,	18 650	18 650	—	—	4 840	—	23 490
	Palmer,	Winchendon,	49 300	49 300	—	—	4 910	—	54 210
	Spencer,	B. & A. R. R.,	2 165	2 165	—	—	.745	—	2 910
	Worcester,	Winchendon,	36 530	36 530	—	—	9 280	—	45 810
BOSTON & LOWELL, <i>Lexington & Arlington</i> , <i>Stoneham</i> , <i>Woburn</i> , <i>Mystic</i> , <i>Lawrence</i> ,	Boston,	Lowell,	26 750	26 750	26 750	—	46 940	—	159 950
	Medford June.,	Lexington,	9 250	9 250	—	—	—	—	—
	Woburn June.,	Stoneham,	2 500	2 500	—	—	—	—	—
	Winchester,	Woburn Centre,	2.	2.	—	—	—	—	—
	Milk Row June.,	Mystic Wharves,	2 250	2 250	—	—	—	—	—
	—	In Wilmington,	3 210	3 210	—	—	—	—	—

<i>Middlesex Central, Salem & Lowell,</i>	Lexington, .	Concord, .	11,080	11,080	-	-	-	-	-
<i>Lowell & Lawrence, Horn Pond Branch,</i>	Tewksbury, .	Peabody, .	16,800	16,800	-	-	-	-	-
<i>Nashua & Lowell, Woburn Branch,</i>	Lowell, .	S. Lawrence, .	12,420	12,420	-	-	-	-	-
<i>Stony Brook, N. Chelmsford,</i>	Lowell, .	Horn Pond, .	.663	.663	-	-	076	-	.739
BOSTON & MAINE,	N. Chelmsford, .	Nashua, N. H., .	14,500	9,250	9,250	5,250	4,134	1,950	85,084
<i>Medford, .</i>	Boston, .	Ayer, .	13,160	13,160	-	-	.950	-	14,110
<i>Methuen, .</i>	Malden Junction, .	Portland, Me., .	115,500	86,750	36,250	26,500	44,500	37,500	269,750
	Lawrence, .	Medford, .	2, .	2, .	-	-	-	-	\$ -
		Methuen (State							-
<i>Great Falls,</i>	Rollinsford, N.H.	Line of N.H.),	3,750	3,750	1, .	-	-	-	-
Danvers, .	Wakefield Junc.,	Gt. Falls, N. H.,	2,750	-	-	-	-	-	-
Lowell & Andover, .	Lowell, .	Danvers, .	9,259	9,259	-	-	.322	-	9,581
<i>Branch to Framing-</i>		Lowell Junc., .	8,730	8,730	-	-	3,120	-	13,220
<i>ham & Lowell R.R., Branch to Boston & Lowell Railroad,</i>	-	In Lowell, .	1,150	1,150	-	-	-	-	-
Newburyport, .	Bradford, .	In Lowell, .	.220	.220	-	-	-	-	-
West Amesbury Branch,	Georgetown, .	Newburyport, .	26,979	26,979	-	-	2,845	-	29,824
BOSTON & PROVIDENCE,	W. Amesbury, .	Danvers, .	4,500	4,500	-	-	.119	-	4,784
<i>West Roxbury,</i>	Boston, .	Newton, N. H., .	44, .	38,142	38,142	5,858	34,871	11,291	153,914
<i>Dedham, .</i>	Forest Hills St'n,	Providence, R.I.,	5,366	5,366	-	-	-	-	-
<i>Stoughton, .</i>	Readville, .	Dedham, .	2,224	2,224	-	-	-	-	-
<i>India Point, .</i>	Canton, .	Dedham, .	4,114	4,114	-	-	-	-	-
Attleborough Branch,	Seekonk, .	Stoughton, .	8,048	3,485	-	-	-	-	-
CHESHIRE,	Attleborough, .	Providence, R.I.,	4, .	4, .	-	-	1, .	-	5, .
<i>Monadnock, .</i>	S. Ashburnham, .	N. Attleborough, .	53,620	10,810	-	-	3,170	13,500	70,290
CHELSEA BEACH (See Eastern)	Winchendon, .	Bellows Falls, Vt	15,800	2,938	-	-	.600	-	16,400
CONNECTICUT RIVER,	-	Peterboro', N.H.,	-	-	-	-	-	-	108,360
<i>Chicopee Falls,</i>	Springfield, .	S. Vernon, Vt., .	50, .	50, .	16,730	-	35,780	-	-
<i>Easthampton, .</i>	Chicopee, .	Chicopee Falls, .	2,350	2,350	-	-	-	-	-
	Mt. Tom Junc., .	Easthampton, .	3,500	3,500	-	-	-	-	-

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Continued.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
DANVERS. (See <i>Boston & Maine</i>).	-	-	-	-	-	-	-	-	-
DORCHESTER & MILTON. (See <i>Old Colony</i>).	-	-	-	-	-	-	-	-	-
EASTERN.	Boston,	State Line, N. H.,	41.450	41.450	27.920	-	57.100	-	207.630
<i>East Boston,</i>	Revere,	East Boston,	3.470	3.470	1.560	-	-	-	-
<i>Saugus,</i>	Everett,	Lynn,	9.550	9.550	-	-	-	-	-
<i>Marblehead,</i>	Salem,	Marblehead,	3.520	3.520	-	-	-	-	-
<i>Swampscott,</i>	Swampscott,	Marblehead,	3.960	3.960	-	-	-	-	-
<i>Lawrence,</i>	Salem,	Lawrence,	19.890	19.890	1.640	-	-	-	-
<i>Gloucester,</i>	Beverly,	Gloucester,	16.940	16.940	-	-	-	-	-
<i>Salisbury,</i>	Salisbury,	Amesbury,	3.790	3.790	-	-	-	-	-
<i>Asbury Grove,</i>	Hamilton Sta'n,	Asbury Grove,	1.060	1.060	-	-	-	-	-
<i>Essex,</i>	Wenham,	Essex,	5.480	5.480	-	-	-	-	-
<i>Charlestown,</i>	-	In Charlestown,	1.090	1.090	1.090	-	-	-	-
<i>South Reading,</i>	Peabody,	Wakefield June,	8.120	8.120	-	-	-	-	-
Chelsea Beach,	Oak Island Jnn.	Saugus River J.,	1.780	1.780	-	-	.500	-	2.280
Newburyport City,	E.&B. & M. R.R.	Wharves,	2.880	2.080	.150	-	1.800	-	4.030
FALL RIVER. (See <i>Old Colony</i>).	New Bedford,	Fall River,	-	-	-	-	-	-	-
FALL RIVER, WARREN & PROVIDENCE (owned by <i>Old Colony Railroad Co.</i>)	Fall River,	Warren, R. I.,	5.794	3.662	-	-	.040	.480	6.314
FITCHBURG,	Boston,	Fitchburg,	50.	50.	50.	-	61.950	1.540	207.500
<i>Ice,</i>	-	In Charlestown,	.680	.680	.680	-	-	-	-
<i>Watertown Branch,</i>	N. Cambridge,	Waltham,	6.600	6.600	-	-	-	-	-
<i>Lancaster & Marlborough</i>	South Acton,	Marlborough,	12.420	12.420	-	-	-	-	-
<i>Peterborough & Shirley,</i>	Ayer,	Greenville, N. H.,	23.620	14.250	-	-	-	-	-

Vermont & Massachusetts, <i>Turner's Falls,</i> . . .	Fitchburg, Greenfield, N. Abington, . . .	Greenfield, Turner's Falls, South Hanover, . . .	56. 2,800 8.	44,000	27,390	130,190
IIANOVER BRANCH, . . .					1.	9.
HOLYOKE & WESTFIELD. (See <i>N. Haven & Northampton</i>), . . .						
HOPKINTON. (See <i>Milford & Woonsocket</i>), . . .						
HORN POND BRANCH. (See <i>Boston & Lowell</i>), . . .						
HOUSATONIC (Ct.), . . .						
Berkshire, . . .			22.		2,810	24,810
Stockbridge & Pittsfield, . . .			22.		4,200	26,200
West Stockbridge, . . .			2,750		3,750	6,500
LOWELL & ANDOVER. (See <i>Boston & Maine</i>), . . .						
<i>Branch to Framingham</i> <i>& Lowell Railroad,</i> . . .						
<i>Branch to Boston & Lowell Railroad,</i> . . .						
LOWELL & FRAMINGHAM. (See <i>Old Colony</i>), . . .						
MASSACHUSETTS CENTRAL, . . .	Cambridge, . . .		44,030		3,130	47,160
MILFORD, FRANKLIN & PROV. (See <i>Milford & Woonsocket</i>), . . .						
MILFORD & WOONSOCKET, . . .	Milford, . . .	Bellingham, . . .	3,877		.459	4,336
Milford, Franklin & Prov. . . .	Franklin, . . .	Bellingham, . . .	4,600			4,600
Hopkinton, . . .	Milford, . . .	Ashland, . . .	11,450		.140	11,590
MOXADNOCK. (See <i>Cheshire</i>), . . .						
NANTASKET BEACH, . . .	Old Colony H'se, . . .	Pemberton, Hull, . . .	6,933		2,535	9,468
NASHUA, ACTON & BOSTON (op- erated by <i>Concord, N.H.</i>), . . .	Acton, . . .	Nashua, . . .	20,210		.850	22,740
NASHUA & LOWELL. (See <i>Boston & Lowell</i>), . . .						
NEWBURYPORT. (See <i>Bost. & Me.</i>), . . .						

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Continued.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length com- puted as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
NEWBURYPORT CITY. (See <i>Eastern</i> .)									
NEW HAVEN & NORTHAMPTON, <i>Collinsville</i> , (Ct.)	New Haven, Ct.,	Bardwell's,	94.640	—	—	—	13.820	14.340	—
<i>Tariffville</i> , .	Farmington, Ct.,	N. Hartford, Ct.,	14.090	—	—	—	—	—	155.510
<i>Simsbury</i> , .	Simsbury, Ct.,	Tariffville, Ct.,	1.040	—	—	—	—	—	—
<i>Northampton</i> , .	Northampton,	Williamsburg,	7.510	7.510	—	—	—	—	—
<i>Turner's Falls</i> , .	So. Deerfield,	Turner's Falls,	10.070	10.070	—	—	—	—	—
<i>Holyoke & Westfield</i> , .	Westfield, .	Holyoke, .	14.320	14.320	—	—	2.900	—	17.220
NEW LONDON NORTHERN (op- erated by J. Gregory Smith and others), .	New London, Ct.,	Brattleboro, Vt.,	121.	54.	—	—	7.750	15.730	144.480
	Boston, .	Hopewell Jc., N.Y.	215.040	52.	—	25.100	36.200	72.220	495.790
NEW YORK & NEW ENGLAND, {	Wicopee Junct.,	Fishkill-on-Hud.	1.800	—	—	—	—	—	—
	Providence,	Williamantic, Ct.	58.500	—	—	—	—	—	—
<i>Woonsocket Division</i> , .	Newton Ill'ds, .	Woonsocket, R. I.,	28.410	27.410	—	—	—	—	—
<i>Southbridge</i> , .	E. Thompson, Ct.,	Southbridge, .	17.370	12.020	—	—	—	—	—
<i>New Dedham</i> , .	Elmwood Jct, .	Dedham, .	1.520	1.520	—	—	—	—	—
<i>Dorrance Street</i> , .	—	In Providence, .	.820	.820	—	—	—	—	—
<i>Ridge Hill</i> , .	—	—	1.640	1.640	—	—	—	—	—
<i>Hartford Freight</i> , .	—	In Hartford,	.670	.670	—	—	—	—	—
Rhode Isl'd & Massachusetts, Springfield & New London,	Franklin, .	State Line of R. I.,	6.620	6.620	—	—	—	—	6.620
NEW YORK, NEW HAVEN & HARTFORD, .	Springfield,	State Line of Ct.,	7.500	7.500	—	—	.500	—	8.
<i>N. Britain & Berlin</i> (Ct.),	Harlem Jct., N.Y.	Springfield,	123.200	5.870	5.870	117.330	5.270	72.955	342.125
<i>Middletown & Berlin</i> (Ct.),	Berlin, Ct.,	New Britain, Ct.,	3.	—	—	—	—	—	—
<i>W. Locks & Suffield</i> (Ct.),	Berlin, Ct.,	Middletown, Ct.,	10.	—	—	—	—	—	—
	Windsor Locks,	Suffield, Ct.,	4.500	—	—	—	—	—	—

RAILROADS AND BRANCHES. (BRANCHES IN ITALICS.) (Concluded.)	WHERE LOCATED.		LENGTH.		DOUBLE TRACK.		SIDINGS.		7.—Total length computed as single track.
	From.	To.	1.—Total.	2.—In Mass.	3.—In Mass.	4.—Out of Mass.	5.—In Mass.	6.—Out of Mass.	
PROVIDENCE & WORCESTER, . <i>East Providence,</i> .	Providence, R.I.,	Worcester, .	43,410	25,510	24,480	17,900	17,962	16,372	127,124
RHODE ISLAND & MASSACHUSETTS. (See <i>New York & New England</i>), .	-	-	-	-	-	-	-	-	-
SPENCER (See <i>Boston & Albany</i>), .	-	-	-	-	-	-	-	-	-
SPRINGFIELD & NEW LONDON. (See <i>New York and New England</i>), .	-	-	-	-	-	-	-	-	-
STOCKBRIDGE & PITTSFIELD. (See <i>Housatonic</i>), .	-	-	-	-	-	-	-	-	-
STONY BROOK. (See <i>Boston and Lowell</i>), .	-	-	-	-	-	-	-	-	-
SOUTHERN VERMONT, .	-	In Vermont, .	6,170	-	-	-	-	-	6,170
TROY & GREENFIELD, .	Greenfield, .	State Line, Vt., .	44.	44.	32,740	-	21,620	-	98,360
UNION FREIGHT, .	B. & L. R. R. .	B. & P. R. R., .	2,431	2,431	.937	-	1,150	-	4,518
VERMONT & MASSACHUSETTS. (See <i>Fitchburg</i>), .	-	-	-	-	-	-	-	-	-
WARE RIVER. (See <i>Boston & Fitchburg</i>), .	-	-	-	-	-	-	-	-	-
WEST AMESBURY BRANCH. (See <i>Boston & Maine</i>), .	-	-	-	-	-	-	-	-	-
WEST STOCKBRIDGE. (See <i>Housatonic</i>), .	-	-	-	-	-	-	-	-	-
WORCESTER & NASHUA, .	Worcester, .	Nashua, N.H., .	46,090	39,460	16,830	-	11,750	3,760	78,430

NARROW GAUGE.									
BOSTON, REVERE BEACH & LYNN,	East Boston, .	Lynn, .	8.800	8.800	6.700	6.700	2.250	-	17.750
BOSTON, WINTHROP & POINT SHIRLEY,	Winthrop June.,	Winthrop, .	3.100	3.100	-	-	.350	-	8.450
GRAFTON CENTRE,	Grafton Station,	Grafton Centre,	3.	3.	-	-	.100	-	3.100
MARTHA'S VINEYARD, . . .	Oak Bluffs, .	Katama, .	8.330	8.330	-	-	.500	-	9.280
Katama,	Katama, .	South Beach, .	.450	.450	-	-	-	-	-
NANTUCKET,	Nantucket, .	Surf Side, .	5.	5.	-	-	.500	-	5.500
WORCESTER & SHREWSBURY, .	Worcester, .	L. Quinsigamond, .	2.700	2.700	-	-	-	-	2.700
Total, . . . . .	. . . . .	. . . . .	2,782.903	1,953.258	587.299	238.238	799.246	309.883	4,717.569

	8. — BOSTON & ALBANY.	9. — FITCHBURG.	10. — BOSTON & LOWELL.	11. — BOSTON & MAINE.	12. — EASTERN.
CAPITAL STOCK.					
Amount paid in,	\$20,000,000 00	\$4,950,000 00	\$3,792,000 00	\$6,921,274 52	\$4,997,600 00
Number of stockholders,	6,124	2,797	1,114	4,233	1,736
Stockholders in Massachusetts,	5,391	2,390	946	2,651	1,165
Amount of stock held in Massachusetts,	\$17,748,800 00	\$4,321,400 00	\$3,243,000 00	\$4,855,400 00	\$4,474,900 00
DEBT.					
Funded debt,	\$10,858,000 00	\$3,500,000 00	\$3,546,400 00	\$3,500,000 00	\$13,627,320 62
Unfunded debt,	944,229 58	777,087 27	1,313,653 35	816,963 85	1,344,458 60
TOTAL GROSS DEBT,	11,802,229 58	4,277,087 27	4,860,053 35	4,316,963 85	14,971,779 22
PERMANENT INVESTMENTS.					
Construction,	\$25,218,474 78	\$4,567,860 67	\$6,570,322 14	\$9,512,780 26	\$7,828,636 33
Equipment,	3,145,400 00	2,366,200 23	850,374 87	1,308,180 00	1,048,695 95
Other property,	4,466,563 96	928,761 41	817,979 09	786,836 67	1,356,780 27
TOTAL PERMANENT INVESTMENTS,	32,830,438 74	7,862,822 31	8,238,676 10	11,607,796 93	10,234,112 55
Cash and cash assets,	2,581,720 01	1,681,588 12	873,922 19	1,266,643 58	842,601 95
TOTAL PROPERTY AND ASSETS,	35,412,158 75	9,544,410 43	9,112,598 29	12,874,440 51	11,076,714 50
REVENUE FOR THE YEAR.					
From local passengers,	\$2,033,853 33	\$618,384 36	\$751,284 34	\$1,473,979 02	\$1,583,578 30
through passengers,	1,248,923 75	278,837 33	171,365 69	205,624 20	238,248 03
express and extra baggage,	207,384 67	59,413 37	48,347 19	76,516 14	74,648 43
mails,	141,615 23	30,349 37	14,496 73	24,952 67	63,100 92
other sources passenger department,	—	2,618 37	—	—	1,200 00
Total earnings passenger department,	3,631,776 98	989,602 80	985,493 95	1,781,072 03	1,960,775 68

From local freight,	2,300,900 72	655,628 03	641,480 99	867,239 07	1,138,575 48
through freight,	2,171,279 54	1,179,793 48	475,912 54	267,632 59	316,302 95
other sources freight department,	—	—	—	—	1,613 27
<i>Total earnings freight department,</i>	4,472,180 26	1,835,421 51	1,117,393 53	1,134,871 66	1,456,491 70
TOTAL TRANSPORTATION EARNINGS,	8,103,957 24	2,825,024 31	2,102,887 48	2,915,943 69	3,417,267 38
From rents for use of road,	—	51,000 00	—	20,500 00	11,319 23
all other sources,	435,918 64	89,652 57	79,038 38	48,697 41	155,919 58
TOTAL INCOME FROM ALL SOURCES,	8,539,875 88	2,965,676 88	2,181,925 86	2,985,141 10	3,581,506 19
EXPENSES.					
Transportation expenses,	\$5,668,718 20	\$2,045,546 63	\$1,431,240 49	\$1,955,495 83	\$2,239,720 58
Taxes,	490,185 87	142,394 21	80,893 08	115,264 38	71,110 01
TOTAL EXPENSES,	6,158,904 07	2,187,940 84	1,512,133 57	2,070,760 21	2,310,830 59
NET INCOME, DIVIDENDS, ETC.					
Net income,	\$2,380,971 81	\$777,736 04	\$669,792 29	\$914,380 89	\$1,273,675 60
Rents,	75,000 00	230,164 00	181,778 82	88,296 87	218,330 00
Interest accrued,	662,900 00	228,725 48	239,834 90	258,080 82	857,686 16
Dividends earned,	1,643,071 81	318,846 56	248,178 57	567,403 20	197,659 44
Per cent,	8.2	6.4	6.5	8.2	4.0
Dividends declared,	1,407,100 00	297,000 00	208,560 00	560,000 00	—
Per cent,	8.0*	6.0	5.0	8.0	—
Balance for the year,	235,971 81	21,846 56	39,618 57	7,403 20	197,659 44
Surplus last year,	2,562,823 36	295,476 60	430,926 37	1,628,798 94	9,090,324 16 ^d
Surplus Sept. 30, 1883,	3,609,929 17†	317,323 16	400,544 94	1,636,202 14	8,892,664 72 ^d

* On all stock except that exchanged with the State under the Act of 1882.

† Including improvement fund of \$811,134.

d Deficit.

	8.—BOSTON & ALBANY—Con.	9.—FITCHBURG—Con.	10.—BOSTON & LOWELL—Con.	11.—BOSTON & MAINE—Con.	12.—EASTERN —Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	1,825,081	874,115	941,192	1,176,851	1,344,570
Freight-train mileage,	3,121,177	970,023	314,993	529,011	729,172
Total revenue-train mileage,	4,946,258	1,844,138	1,256,185	1,705,862	2,073,742
Switching-train mileage,	512,939	445,937	431,982	259,527	506,543
Other train mileage,	192,105	17,150	36,300	63,346	91,684
TOTAL TRAIN MILEAGE,	5,651,302	2,307,225	1,724,467	2,028,735	2,671,969
Number season ticket passengers,	1,680,653	492,983	972,185	1,379,485	1,590,692
Number local passengers (including season),	6,901,055	2,931,944	3,546,013	6,166,380	7,055,974
Number through passengers,*	1,178,017	226,699	276,820	322,376	201,322
Total number of passengers carried,	8,079,072	3,158,643	3,822,833	6,488,766	7,257,296
Local passenger mileage,	100,707,260	38,191,717	38,102,690	73,004,098	83,880,265
Through passenger mileage,*	56,548,711	12,415,902	9,514,543	12,212,383	16,123,340
Total passenger mileage,	157,255,971	50,607,619	47,617,233	85,216,481	100,003,605
Tons of local freight carried,	1,826,517	612,728	642,793	687,587	1,090,582
Tons of through freight carried,*	4,584,807	1,418,394	684,029	259,319	277,750
Total tons of freight carried,	3,411,324	2,031,122	1,326,822	946,906	1,368,332
Local freight mileage,	124,785,631	18,078,248	15,091,744	26,378,567	47,295,816
Through freight mileage,*	248,749,825	135,787,172	22,657,402	22,358,210	28,345,410
Total freight mileage,	373,535,456	153,865,420	37,749,206	48,736,777	75,641,226
Av. rate of fare per mile, local passengers, through passengers,*	2.24 cents.	2.21 cents.	2.41 cents.	2.57 cents.	2.35 cents.
season-ticket passengers,	2.21 "	2.24 "	1.80 "	1.68 "	1.48 "
ALL PASSENGERS,	0.87 "	0.77 "	0.82 "	0.81 "	0.79 "
Av. rate of freight per mile, local freight, through freight,*	2.08 "	1.77 "	1.94 "	1.97 "	1.82 "
ALL FREIGHT,	1.84 "	3.63 "	4.50 "	3.11 "	4.41 "
	0.87 "	0.87 "	2.10 "	1.20 "	1.12 "
	1.20 "	1.19 "	2.98 "	2.24 "	1.92 "

Passengers to Boston (including season), . .	2,570,911	1,105,106	1,860,191	2,292,461	2,209,556
Passengers from Boston (including season), . .	2,628,121	1,109,183	1,852,369	2,345,231	2,177,901
Season-ticket passengers to and from Bost'n,	1,356,176	371,862	906,180	1,089,660	1,009,347
EQUIPMENT.					
Number of locomotives,	244	98	77	89	106
passenger cars,	203	96	96	155	171
parlor and sleeping cars,	16	-	-	8	2
mail, baggage, and express cars,	49	31	41	35	44
freight cars (basis 8 wheels),	5,396	3,068	1,437	1,560	2,011
other cars,	651	169	10	231	128
GENERAL INFORMATION, ETC.					
Total miles of road operated,	374.26	189.12	169.51	204.20	284.95
Same in Massachusetts,	317.63	179.75	108.67	84.70	122.34
Average number of persons employed,	5,233	1,951	1,615	2,093	2,569

* To and from other roads.

	13. — BOSTON & PROVIDENCE.	14. — NEW YORK & NEW ENGLAND.	15. — OLD COLONY.	16. — ASHBURNHAM.	17. — BOSTON, BARRE & GARDNER.
CAPITAL STOCK.					
Amount paid in,	\$1,000,000 00	\$20,000,000 00*	\$10,222,200 00†	\$30,000 00	\$875,277 73
Number of stockholders,	1,652	1,925†	5,340	3	204
Stockholders in Massachusetts, . .	1,309	1,076†	5,022	3	198
Amount of stock held in Massachusetts, .	3,322,600 00	7,495,500 00†	10,155,050 00	30,000 00	853,400 00
DEBT.					
Funded debt,	\$860,000 00	\$13,792,532 00	\$8,886,900 00	\$5,000 00	\$632,600 00
Unfunded debt,	218,029 74	1,621,822 98	1,141,047 31	506 07	178,911 01
TOTAL GROSS DEBT,	1,078,029 74	15,414,354 98	10,027,947 31	6,506 07	811,511 01
PERMANENT INVESTMENTS.					
Construction,	\$1,688,774 38	\$31,370,531 23	\$16,186,387 17	\$30,000 00	\$1,391,469 32
Equipment,	207,400 00	2,450,978 75	2,165,759 08	6,000 00	—
Other property,	271,259 00	324,512 37	1,527,061 19	—	1,461 67
TOTAL PERMANENT INVESTMENTS, . .	5,167,433 38	34,146,052 35	19,879,207 44	36,000 00	1,392,930 99
Cash and cash assets,	323,053 27	1,437,705 21	1,250,946 32	—	57,710 50
TOTAL PROPERTY AND ASSETS,	5,490,486 65	35,583,757 56	21,130,153 76	36,000 00	1,450,641 49
REVENUE FOR THE YEAR.					
From local passengers,	\$794,871 62	\$800,288 23	\$1,699,267 96	\$1,942 96	\$40,090 82
through passengers,	173,975 77	308,944 70	474,730 22	—	29,788 30
express and extra baggage,	38,168 02	106,085 17	113,318 67	308 75	5,123 69
mails,	13,310 64	46,468 01	38,456 92	123 58	2,977 23
other sources passenger department, .	—	—	—	—	—
Total earnings passenger department, .	1,020,326 05	1,261,786 11	2,325,773 77	2,375 29	77,980 04

From local freight, through freight,	359,407 60	1,263,616 58	1,196,343 61	2,333 78	27,379 43
other sources freight department,	267,228 55	850,907 90	636,859 59	—	68,926 12
<i>Total earnings freight department,</i>	—	—	—	—	831 03
TOTAL TRANSPORTATION EARNINGS,	626,636 15	2,114,524 48	1,833,203 23	2,333 78	97,136 58
From rents for use of road,	1,646,962 20	3,376,310 59	4,158,977 00	4,709 07	175,116 62
all other sources,	—	—	4,466 92	—	—
TOTAL INCOME FROM ALL SOURCES,	22,172 12	195,547 81	306,411 72	—	781 61
	1,669,134 32	3,571,858 40	4,469,855 64	4,709 07	175,898 23
EXPENSES.					
Transportation expenses,	\$1,220,148 63	\$3,036,468 87	\$3,057,360 54	\$1,505 64	\$133,537 70
Taxes,	91,673 93	149,908 82	161,660 13	73 91	639 64
TOTAL EXPENSES,	1,311,822 56	3,186,377 69	3,219,020 67	4,579 55	134,177 34
NET INCOME, DIVIDENDS, ETC.					
Net income,	\$357,311 76	\$385,480 71	\$1,230,834 97	129 52	41,720 89
Rents,	11,732 07	74,843 75	191,001 57	—	—
Interest accrued,	15,688 97	939,184 14	446,475 89	455 00	40,087 06
Dividends earned,	329,890 72	628,547 18d	613,357 51	325 48d	1,633 83
Per cent.,	8.2	—	6.0	—	—
Dividends declared,	320,000 00	—	608,006 00	—	—
Per cent.,	8.0	—	7.08	—	—
Balance for the year,	9,890 72	628,547 18d	5,351 51	325 48d	1,633 83
Surplus last year,	402,566 19	797,949 76	848,234 94	180 59d	237,781 08d
Surplus Sept. 30, 1883,	412,456 91	169,402 58	853,586 45	506 07d	236,147 25d

* The amount of the "Berdell Bonds," at which the capital stock was fixed under the terms of the mortgage, and which are exchangeable only for capital stock.

† Not including \$26,420, stock of B. O. F. & N. B. R.R. Co. unconverted.

‡ Not including holders of "Berdell Bonds" unexchanged.

\$ Dec. 15, 1882, $2\frac{1}{2}$ per cent. on \$1,533,800; and June 15, 1883, $3\frac{1}{2}$ per cent. on \$9,837,800 of capital stock.

d Deficit.

	13. — BOSTON & PROVIDENCE — Con.	14. — NEW YORK & NEW ENGLAND — Con.	15. — OLD COLONY — Con.	16. — ASHURNHAM — Con.	17. — BOSTON, BARRE & GARDNER — Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	653,091	1,277,075	1,575,254	3,900	71,654
Freight-train mileage,	243,108	1,279,937	917,602	3,900	42,134
Total revenue-train mileage,	896,199	2,557,012	2,492,856	7,800	113,768
Switching-train mileage,	60,307	652,569	413,614	—	4,000
Other train mileage,	—	82,932	125,723	—	950
TOTAL TRAIN MILEAGE,	956,506	3,292,513	3,032,193	7,800	118,718
Number season-ticket passengers,	852,913	953,088	1,913,406	—	16,248
Number local-passengers (including season),	4,644,822	3,677,217	6,223,816	17,800	105,993
Number through passengers,*	278,604	793,114	920,835	—	46,676
Total number of passengers carried,	4,923,426	4,470,331	7,144,651	17,800	152,669
Local passenger mileage,	43,551,061	39,393,758	85,468,418	44,500	1,594,226
Through passenger mileage,*	7,848,438	14,421,316	19,520,820	—	1,106,153
Total passenger mileage,	51,399,499	53,815,074	104,989,238	44,500	2,700,379
Tons of local freight carried,	402,240	1,060,288	1,046,477	5,426	28,651
Tons of through freight carried,*	333,410	741,072	580,032	—	131,654
Total tons of freight carried,	735,650	1,801,360	1,626,509	5,426	160,305
Local freight mileage,	10,698,318	49,768,136	32,267,168	13,566	377,893
Through freight mileage,*	11,434,011	103,444,874	25,648,621	—	3,428,656
Total freight mileage,	22,132,329	153,213,010	57,915,789	13,566	3,806,549
Av. rate of fare per mile, local passengers, through passengers,*	1.99 cents.	2.29 cents.	2.40 cents.	—	3.47 cents.
season-ticket passengers,	2.22 "	2.14 "	2.40 "	—	2.69 "
ALL PASSENGERS,	0.99 "	0.78 "	0.71 "	—	1.26 "
Av. rate of freight per mile, local freight, through freight,*	1.88 "	2.06 "	2.00 "	—	2.59 "
ALL FREIGHT,	3.36 "	2.64 "	4.20 "	—	7.25 "
	2.34 "	0.77 "	2.48 "	—	2.01 "
	2.83 "	1.38 "	3.16 "	—	2.53 "

Passengers to Boston (including season), .	1,803,221	1,019,388	2,140,468	-	-	-
Passengers from Boston (including season), .	1,794,594	1,037,810	2,147,413	-	-	-
Season-ticket passengers to and from Boston,	625,051	329,800	1,200,662	-	-	-
EQUIPMENT.						
Number of locomotives,	53	151	120	1	8†	
passenger cars,	131	144	227	1	7	
parlor and sleeping cars,	1	2	6	-	-	
mail, baggage, and express cars,	20	41	43	-	4	
freight cars (basis 8 wheels),	503	3,756	2,304	-	75	
other cars,	321	16	-	-	21	
GENERAL INFORMATION, ETC.						
Total miles of road operated,	67,752	378,450	468,320	2,500	36,530	
Same in Massachusetts,	57,331	108,360	452,130	2,500	36,530	
Average number of persons employed,	871	4,320	2,751	3	126	

† Equipment leased.

* To and from other roads.

	18.—CHESHIRE.	19.—CONNECTICUT RIVER.	20.—FALL RIVER, WARREN & PROVIDENCE.	21.—HANOVER BRANCH.	22.—HOLSATON OF CONNECTICUT.*
CAPITAL STOCK.					
Amount paid in,	\$2,153,300 00	\$2,370,000 00	\$150,000 00	\$123,950 00	—
Number of stockholders,	514	884	27	104	—
Stockholders in Massachusetts,	376	700	11	100	—
Amount of stock held in Massachusetts,	1,582,100 00	1,922,200 00	103,300 00	121,800 00	—
DEBT.					
Funded debt,	\$800,000 00	—	\$300,000 00	\$27,000 00	—
Unfunded debt,	25,272 00	\$654,270 00	25,741 49	472 50	—
TOTAL GROSS DEBT,	825,272 00	654,270 00	325,741 49	27,472 50	—
PERMANENT INVESTMENTS.					
Construction,	\$2,395,268 94	\$2,550,443 77	\$310,747 60	\$194,826 66	—
Equipment,	322,266 32	389,867 50	—	71,312 69	—
Other property,	—	262,295 86	—	1,465 00	—
TOTAL PERMANENT INVESTMENTS,	2,717,535 26	3,202,607 13	310,747 60	267,604 35	—
Cash and cash assets,	269,107 74	740,702 78	14,547 37	11,998 20	—
TOTAL PROPERTY AND ASSETS,	2,986,643 00	3,943,309 91	325,294 97	279,602 55	—
REVENUE FOR THE YEAR.					
From local passengers,	\$41,148 61	\$256,070 64	\$227 97	\$5,572 10	\$46,406 54
through passengers,	117,309 19	110,061 52	21,024 24	14,630 58	41,032 33
express and extra baggage,	12,251 58	15,466 98	1,510 00	1,638 30	5,550 00
mails,	9,105 29	12,589 45	484 96	150 00	4,480 09
of per sources passenger department,	7,650 00	—	—	—	—
Total earnings passenger department,	187,464 67	394,788 59	23,237 17	21,990 98	97,468 96

From local freight, through freight, other sources freight department, <i>Total earnings freight department,</i> TOTAL TRANSPORTATION EARNINGS, From rents for use of road, all other sources, TOTAL INCOME FROM ALL SOURCES,	26,785 49 402,204 46 — 428,989 95 616,454 62 — 18,069 64 634,524 26	133,733 85 341,516 00 — 475,249 85 890,038 44 — 41,496 01 911,535 05	4 50 6,380 26 — 6,384 76 29,621 93 — 36 38 29,658 31	1,503 76 13,933 92 — 15,437 68 37,428 66 — 1,864 41 39,293 07	66,038 56 91,910 59 16,166 39 174,115 54 271,584 50 — 547 73 272,132 23
EXPENSES. Transportation expenses, Taxes, TOTAL EXPENSES,	\$454,556 45 18,882 03 473,438 48	\$588,563 23 58,705 58 647,268 81	\$34,305 39 244 85 34,550 24	\$30,043 50 1,014 99 31,058 49	\$178,799 78 5,399 94 184,199 72
NET INCOME, DIVIDENDS, ETC. Net Income, Rents, Interest accrued, Dividends earned, Per cent., Dividends declared, Per cent., Balance for the year, Surplus last year, Surplus Sept. 30, 1883,	\$161,085 78 53,859 01 48,000 00 59,226 77 2 8 63,000 00 3 0 3,773 23d 11,544 23 8,071 00	\$264,266 24 22,216 79 16,158 16 225,891 29 9 5 189,600 00 8 0 36,291 29 882,748 62 919,039 91	\$4,891 93d — 6,591 15 — — — — 11,483 08d 138,963 44d 150,446 52d	\$8,234 58 — 1,431 80 6,802 75 — 3,714 00 3 0 3,088 78 125,091 27 128,180 05	— — — — — — — — — —

a Deficits.

* Operating the Berkshire, Stockbridge & Pittsfield and West Stockbridge Railroads.

	18. — CHESHIRE — (Con.)	19. — CONNECTICUT RIVER — (Con.)	20. — FALL RIVER WARREN & PROVIDENCE — Con.	21. — HANOVER BRANCH — Con.	22. — HOUSATONIC OF CONNECTICUT — Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	125,528	314,738	15,600	15,560	83,970
Freight-train mileage,	366,115	154,650	4,056	9,990	106,173
<i>Total revenue-train mileage,</i>	491,643	469,388	19,656	25,550	190,143
Switching-train mileage,	59,633	94,397	—	—	—
Other train mileage,	16,801	26,445	—	—	—
TOTAL TRAIN MILEAGE,	568,077	590,230	19,656	25,550	10,902
Number season-ticket passengers,	1,904	272,894	—	10,920	201,045
Number local passengers (including season),	71,223	1,319,749	1,768	23,490	90,462
Number through passengers,*	94,639	164,406	132,524	70,950	41,472
<i>Total number of passengers carried,</i>	165,862	1,484,155	134,292	94,440	131,934
Local passenger mileage,	1,248,268	11,239,905	6,031	92,560	1,705,461
Through passenger mileage,*	3,943,943	4,244,666	886,141	213,640	1,548,589
<i>Total passenger mileage,</i>	5,192,211	15,484,571	892,172	306,200	3,254,050
Tons of local freight carried,	167,649	162,537	6	3,740	46,464
Tons of through freight carried,*	387,514	470,328	16,346	17,110	73,269
<i>Total tons of freight carried,</i>	555,163	632,865	16,352	20,850	119,733
Local freight mileage,	994,522	2,080,557	24	15,791	1,774,670
Through freight mileage,*	29,538,434	13,508,701	130,568	57,467	4,069,689
<i>Total freight mileage,</i>	30,532,956	15,589,258	130,592	73,258	5,844,359
Average rate of fare per mile, local passengers through passengers,*	3.15 cents. 2.98 "	2.70 cents. 2.59 "	3.70 cents. 2.30 "	3.09 cents. 2.29 "	2.72 cents. 2.64 "
season-ticket passengers,	1.93 "	0.79 "	—	1.12 "	—
ALL PASSENGERS,	3.05 "	2.36 "	2.30 "	2.06 "	2.68 cents.
Average rate of freight per mile, local freight, through freight,*	7.00 "	6.42 "	4.70 "	1.08 "	13.00 "
ALL FREIGHT,	1.31 "	2.52 "	2.04 "	4.02 "	2.25 "
	1.34 "	3.04 "	2.04 "	4.07 "	2.70 "

EQUIPMENT.						
Number of locomotives,	31.	41	†	3	—	—
passenger cars,	26	32	—	4	—	—
parlor and sleeping cars,	—	—	—	—	—	—
mail, baggage, and express cars,	11	18†	—	2	—	—
freight cars (basis 8 wheels),	461	474	—	18	—	—
other cars,	33	47	—	—	—	—
GENERAL INFORMATION, ETC.						
Total miles of road operated,	64,010	79,850	5,794	8,000	46,750	—
Same in Massachusetts,	21,200	55,850	3,662	8,000	46,750	—
Average number of persons employed,	386	603	20	26	191	—

* To and from other roads.

Leases equipment of Old Colony R. R. Co.

† Includes 15 combination cars.

	23.—MASSACHUSETTS CENTRAL.	24.—MILFORD AND WOONSOCKET.*	25.—NANTASKET BEACH.	26.—NEW HAVEN & NORTHAMPTON.	27.—NEW LONDON NORTHERN.†
CAPITAL STOCK.					
Amount paid in,	\$3,500,000 00	\$100,000 00	\$250,000 00	\$2,460,000 00	\$1,500,000 00
Number of stockholders,	653	24	22	254	321
Stockholders in Massachusetts, . .	624	22	22	40	51
Amount of stock held in Massachusetts, .	3,405,200 00	92,200 00	250,000 00	135,200 00	286,700 00
DEBT.					
Funded debt,	\$3,500,000 00	\$19,000 00	\$250,000 00	\$3,200,000 00	\$1,499,500 00
Unfunded debt,	354,006 76	5,155 62	161,828 14	779,562 07	201,787 83
TOTAL GROSS DEBT,	3,854,006 76	24,155 62	411,828 14	3,979,562 07	1,701,287 83
PERMANENT INVESTMENTS.					
Construction,	\$7,003,763 98	\$117,676 54	\$384,060 74	\$5,608,177 69	\$2,771,601 63
Equipment,	—	10,445 23	98,150 79	901,457 03	248,420 44
Other property,	—	—	15,000 00	97,372 81	243,170 00
TOTAL PERMANENT INVESTMENTS, . .	7,003,763 98	128,121 77	497,211 53	6,607,007 53	3,263,192 07
Cash and cash assets,	1,436 66	12,514 27	79,395 16	215,474 86	228,799 26
TOTAL PROPERTY AND ASSETS,	7,005,200 64	140,636 04	576,606 69	6,822,482 39	3,491,991 33
REVENUE FOR THE YEAR.					
From local passengers,	\$21,343 16	\$5,765 90	\$25,736 11†	\$151,330 16	\$121,244 73\$
through passengers,	4,801 93	2,910 90	—	62,558 29	93,644 30
express and extra baggage,	1,767 79	427 98	—	15,674 52	9,613 99
mails,	1,031 50	286 39	—	9,214 16	7,345 15
other sources passenger department, <i>Total earnings passenger department,</i> . .	<i>5,719 65</i>	<i>—</i>	<i>866 20</i>	<i>—</i>	<i>—</i>
	34,664 03	9,391 17	26,602 31	238,777 13	231,818 17

From local freight, through freight,	1,764 92	4,010 87	-	353,162 55	132,986 92
other sources freight department, <i>Total earnings freight department,</i>	11,266 20	4,627 66	-	244,985 09	228,800 27
<i>Total TRANSPORTATION EARNINGS,</i>	1,085 00	-	-	19,902 22	-
From rents for use of road,	14,116 12	18,029 70	-	618,049 86	361,787 19
all other sources,	48,780 15	18,029 70	26,602 31	856,826 99	593,635 36
<i>TOTAL INCOME FROM ALL SOURCES,</i>	-	3,480 00	-	-	-
	3,368 16	-	129 63	7,620 79	44,076 81
	52,148 31	21,509 70	26,731 94	864,447 78	637,712 17
EXPENSES.					
Transportation expenses,	\$57,370 07	\$18,321 96	\$20,414 75	\$564,787 62	\$162,904 68
Taxes,	2,048 00	823 09	36 35	30,082 23	26,163 93
<i>TOTAL EXPENSES,</i>	59,418 07	19,145 05	20,451 10	594,869 85	489,068 61
NET INCOME, DIVIDENDS, ETC.					
Net income,	\$7,269 76d	\$2,364 65	\$6,280 84	\$269,577 93	\$240,624 19||
Rents,	4,803 00	-	-	29,068 56	-
Interest accrued,	215,076 59	1,330 00	-	236,928 05	97,107 21
Dividends earned,	-	1,034 65	-	3,581 32	143,516 98
Per cent.,	-	-	-	-	-
Dividends declared,	-	-	-	-	90,000 00
Per cent.,	-	-	-	-	60
Balance for the year,	227,149 35d	1,034 65	-	3,581 32	53,516 98
Surplus last year,	121,926 53d	15,445 77	-	379,339 00	237,186 52
Surplus Sept. 30, 1883,	348,806 12d	16,480 42	-	382,920 32	290,703 50

* Since May 1, 1883, this company has operated its own road, including the Milford, Franklin & Providence, and Hopkinton Railroads, having been leased prior to the Providence & Worcester Railroad.

† The details of the operation of the road are taken from the return made by the trustee for the bondholders.

‡ Company's account; amount derived from rent, etc., \$248,946.85; less general expenses, \$8,322.63.

† Leased to J. Gregory Smith *et al.*

§ Lessee's account.

‡ Deficit.

	23. — MASSACHUSETTS CENTRAL — Con.†	24. — MILFORD AND WOONSOCKET — Con	25. — NANTASKET BEACH — Con.	26. — NEW HAVEN & NORTHAMPTON — Con.	27. — NEW LONDON NORTHERN — Con.
MILEAGE, TRAFFIC, ETC.					
Passenger-train mileage,	77,966	19,016	31,317	377,644	253,501
Freight-train mileage,	14,455	5,672	—	233,588	186,243
Total revenue-train mileage,	92,421	24,688	31,317	611,232	439,744
Switching-train mileage,	2,863	3,930	—	52,943	104,151
Other train mileage,	796	—	—	10,809	1,352
TOTAL TRAIN MILEAGE,	96,080	28,618	31,317	674,984	545,247
Number season-ticket passengers,	17,801	3,550	11,438	—	13,448
Number local passengers (including season),	80,976	30,138	220,357	—	236,445
Number through passengers,*	5,922	12,125	—	89,397	174,179
Total number of passengers carried,	86,898	42,263	220,357	503,431	410,624
Local passenger mileage,	1,272,656	176,911	1,531,481	6,199,792	3,366,528
Through passenger mileage,*	199,578	81,333	—	2,852,897	3,689,092
Total passenger mileage,	1,472,534	258,244	1,531,481	9,052,689	7,055,620
Tons of local freight carried,	1,414	7,885	—	279,374	131,392
Tons of through freight carried,*	8,260	13,732	—	196,320	393,394
Total tons of freight carried,	9,674	21,617	—	475,694	524,786
Local freight mileage,	23,653	47,932	—	13,961,300	4,326,134
Through freight mileage,*	195,825	101,630	—	11,367,264	18,186,960
Total freight mileage,	219,478	149,562	—	25,328,564	22,515,094
Av. rate of fare per mile, local passengers, through passengers,*	—	3.49 cents.	1.78 cents.	2.44 cents.	3.30 cents.
season-ticket passengers,	—	3.58 "	—	2.19 "	2.54 "
ALL PASSENGERS,	—	1.57 "	0.73 cents.	—	0.72 "
Av. rate of freight per mile, local freight, through freight,*	—	3.36 "	1.70 "	2.36 cents.	3.04 "
ALL FREIGHT,	—	4.55 "	—	2.53 "	3.50 "
	—	5.77 "	—	2.14 "	1.26 "
	—	—	—	2.35 "	1.60 "

EQUIPMENT.					
Number of locomotives,					
passenger cars,	+	2	5	27	22
parlor and sleeping cars,	-	4	12	20	15
mail, baggage, and express cars,	-	-	-	2	-
freight cars (basis 8 wheels),	-	-	4	15	10
other cars,	-	-	4	440	312
			5	99	13
GENERAL INFORMATION, ETC.					
Total miles of road operated,	43,600	19,997	6,933	173,010	121,000
Same in Massachusetts,	43,600	19,997	6,933	106,620	54,000
Average number of persons employed,	103	43	38	552	500

† Equipment sold.

† Operated to May 4, 1883.

* To and from other roads.

	29. — NEW YORK, NEW HAVEN & HARTFORD.	29. — NORWICH & WORCESTER.	30. — PROVIDENCE & WORCESTER.	31. — WORCESTER & NASHUA.
CAPITAL STOCK.				
Amount paid in,	\$15,500,000 00	\$2,604,400 00	\$2,500,000 00	\$1,789,800 00
Number of stockholders,	3,535	738	823	929
Stockholders in Massachusetts,	487	583	409	742
Amount of stock held in Massachusetts,	2,231,900 00	1,862,700 00	1,380,100 00	1,546,400 00
DEBT.				
Funded debt,	\$2,000,000 00	\$400,000 00	\$1,242,000 00	\$962,000 00
Unfunded debt,	566,323 08	142,485 08	497,523 40	130,655 00
TOTAL GROSS DEBT,	2,566,323 08	542,485 08	1,739,523 40	992,655 00
PERMANENT INVESTMENTS.				
Construction,	\$12,987,358 57	\$3,274,353 15	\$3,423,232 79	\$2,128,584 99
Equipment,	2,414,326 35	179,750 67	941,636 26	415,336 03
Other property,	1,094,903 82	273,107 08	—	—
TOTAL PERMANENT INVESTMENTS,	16,496,588 74	3,727,210 90	4,364,869 05	2,543,921 02
Cash and cash assets,	4,019,869 80	277,304 68	292,284 97	407,058 81
TOTAL PROPERTY AND ASSETS,	20,516,458 54	4,004,515 58	4,657,154 02	2,950,979 83
REVENUE FOR THE YEAR.				
From local passengers,	\$2,394,464 32	\$119,142 36	\$366,122 49	\$97,061 49
through passengers,	1,355,008 42	88,957 08	75,229 05	111,087 92
express and extra baggage,	250,196 11	16,386 38	19,695 07	10,895 86
mails,	149,256 73	5,271 71	4,000 26	11,303 44
other sources passenger department,	—	—	—	8,453 61
Total earnings passenger department,	4,148,925 58	229,767 53	465,046 87	233,802 32

From local freight,	862,910 38	191,791 70	455,530 20	98,334 08
through freight,	1,618,749 61	337,080 92	230,560 23	313,222 57
other sources freight department,	19,963 39	—	—	8,182 48
<i>Total earnings freight department,</i>	2,501,623 41	548,872 62	686,090 43	419,739 13
TOTAL TRANSPORTATION EARNINGS,	6,650,548 99	778,040 15	1,151,137 30	653,541 45
From rents for use of road,	—	—	—	—
all other sources,	78,825 42	7,065 93	7,257 39	22,405 51
TOTAL INCOME FROM ALL SOURCES,	6,729,374 41	785,706 08	1,158,394 69	675,946 96
EXPENSES.				
Transportation expenses,	\$4,409,086 41	\$453,420 60	\$793,958 69	\$471,519 53
Taxes,	296,259 87	45,046 40	42,105 35	16,686 83
TOTAL EXPENSES,	4,705,346 28	498,467 00	836,064 04	488,206 36
NET INCOME, DIVIDENDS, ETC.				
Net income,	\$2,024,028 13	\$287,239 08	\$322,330 65	\$187,740 60
Rents,	420,354 16	36,160 00	19,080 00	74,300 00
Interest accrued,	20,485 71	26,239 08	91,140 68	54,831 44
Dividends earned,	1,583,188 26	224,840 00	212,109 97	58,609 16
Per cent.,	10.2	8.6	8.5	3.3
Dividends declared,	1,550,000 00	259,780 00	150,000 00	53,694 00
Per cent.,	10.0	10.0	6.0	3.0
Balance for the year,	33,188 26	34,940 00 <i>d</i>	62,109 97	4,915 16
Surplus last year,	2,416,947 20	892,570 50	355,520 65	63,609 67
Surplus Sept, 30, 1883,	2,450,135 46	837,630 50	417,630 62	68,524 83

d Deficit.

	28. — NEW YORK, NEW HAVEN & HARTFORD — Con.	29. — NORWICH & WORCESTER — Con.	30. — PROVIDENCE & WORCESTER — Con.	31. — WORCESTER & NASHUA — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	2,277,552	164,122	299,050	214,026
Freight-train mileage,	1,409,036	199,743	272,544	240,316
Total revenue-train mileage,	3,686,588	363,865	571,594	454,342
Switching-train mileage,	638,222	152,612	187,951	52,538
Other train mileage,	171,920	9,769	14,911	9,904
TOTAL TRAIN MILEAGE,	4,496,730	526,246	774,456	516,784
Number season-ticket passengers,	2,160,574	25,000	108,364	75,918
Number local passengers (including season),	6,232,345	318,159	2,263,835	284,784
Number through passengers,*	846,823	115,764	238,904	157,853
Total number of passengers carried,	7,079,168	433,923	2,502,739	442,637
Local passenger mileage,	134,192,852	4,192,213	17,302,409	8,547,816
Through passenger mileage,*	62,187,777	8,346,516	3,282,668	4,044,642
Total passenger mileage,	196,380,629	7,538,729	20,585,077	7,592,458
Tons of local freight carried,	700,789	213,439	526,516	106,005
Tons of through freight carried,*	1,459,234	408,791	277,505	450,728
Total tons of freight carried,	2,160,023	622,230	804,021	556,733
Local freight mileage,	23,696,466	8,248,195	15,097,593	3,162,274
Through freight mileage,*	107,355,242	18,133,379	8,076,817	14,682,312
Total freight mileage,	131,051,708	21,381,574	23,174,410	17,844,586
Av. rate of fare per mile, local passengers, through passengers,*	2.56 cents.	3.00 cents.	2 26 cents.	3.81 cents.
SEASON-TICKET PASSENGERS,	2.32 "	2.70 "	2.29 "	2.75 "
ALL PASSENGERS,	0.57 "	0.90 "	0.73 "	0.85 "
Av. rate of freight per mile, local freight, through freight,*	1.98 "	2.80 "	2.14 "	2.74 "
ALL FREIGHT,	3.97 "	2.30 "	3.02 "	2.77 "
	1.51 "	2.70 "	2.85 "	2.24 "
	1.89 "	2.57 "	2.96 "	2.34 "

EQUIPMENT.

Number of locomotives,	122	19	34	20
passenger cars,	255	11	40	19
parlor and sleeping cars,	33	-	-	3
mail, baggage, and express cars,	87	9†	13	9
freight cars (basis 8 wheels),	2,208	534	1,203	417
other cars,	38	6	5	-
GENERAL INFORMATION, ETC.				
Total miles of road operated,	257,060	66,480	65,840	94,480
Same in Massachusetts,	5,870	18,500	41,440	39,460
Average number of persons employed,	3,994	474	790	430

* To and from other roads.

† Includes 5 combination cars.

NARROW GAUGE ROADS.		32.—BOSTON, REVERE BEACH & LYNN.	33.—BOSTON, WINTHROP & POINT SHIRLEY.	34.—GRATTON CENTRE.
CAPITAL STOCK.				
Amount paid in, . . . . .	.	\$585,800 00	\$19,450 00	\$29,830 00
Number of stockholders, . . . . .	.	319	33	56
Stockholders in Massachusetts, . . . . .	.	331	29	56
Amount of stock held in Massachusetts, . . . . .	.	\$537,900 00	\$14,550 00	\$29,830 00
DEBT.				
Funded debt, . . . . .	.	\$350,000 00	\$18,000 00	\$10,000 00
Unfunded debt, . . . . .	.	16,266 07	25,090 68	7,027 42
TOTAL GROSS DEBT, . . . . .	.	366,266 07	43,090 68	17,027 42
PERMANENT INVESTMENTS.				
Construction, . . . . .	.	\$607,029 30	\$58,978 73	\$39,245 98
Equipment, . . . . .	.	158,759 52	2,185 40	4,885 00
Other property, . . . . .	.	188,555 22	—	—
TOTAL PERMANENT INVESTMENTS, . . . . .	.	954,344 04	61,164 13	44,130 98
Cash and cash assets, . . . . .	.	21,404 92	1,026 97	136 28
TOTAL PROPERTY AND ASSETS, . . . . .	.	975,748 96	62,191 10	44,267 26
REVENUE FOR THE YEAR.				
From local passengers, . . . . .	.	\$174,129 58	—	\$3,379 25
through passengers, . . . . .	.	5,091 90	\$11,469 55	—
express and extra baggage, . . . . .	.	—	—	542 86
mails, . . . . .	.	—	—	360 00
all other sources, . . . . .	.	8,271 05	—	1,208 55
TOTAL INCOME FROM ALL SOURCES, . . . . .	.	187,492 53	11,469 55	5,490 66

EXPENSES.					
Transportation expenses,	.	.	.	.	\$8,001 10
Taxes, . . . . .	.	.	.	.	61 74
TOTAL EXPENSES,	.	.	.	.	8,062 84
					\$6,678 35
					6,678 35
NET INCOME, DIVIDENDS, ETC.					
Net income, . . . . .	.	.	.	.	\$1,187 69 <i>d</i>
Interest accrued, . . . . .	.	.	.	.	910 00
Dividends declared, . . . . .	.	.	.	.	-
Per cent., . . . . .	.	.	.	.	-
Balance for the year, . . . . .	.	.	.	.	2,097 69 <i>d</i>
Surplus last year, . . . . .	.	.	.	.	492 47 <i>d</i>
Surplus Sept. 30, 1882, . . . . .	.	.	.	.	2,590 16 <i>d</i>

d Deficit.

NARROW GAUGE ROADS.		32. — BOSTON, REVERE BEACH & LYNN — Con.	33. — BOSTON, WINTHROP & POINT SHIRLEY — Con.	34. — GRAFTON CENTRE — Con.
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,		142,243	17,640	14,085
Other train mileage,		3,104	450	—
TOTAL TRAIN MILEAGE,		145,347	18,090	14,085
Number season ticket passengers,		186,654	26,806	—
Number local passengers (including season),		1,792,636	—	41,407
Number through passengers,*		55,755	151,102†	—
Total number of passengers carried,		1,848,391	151,102	41,407
Local passenger mileage,		11,417,939	—	124,221
Through passenger mileage,*		173,314	377,775†	—
Total passenger mileage,		11,591,253	377,775	124,221
EQUIPMENT.				
Number of locomotives,		6	1	—
passenger cars,		28	3	1†
mail, baggage, and express cars,		—	—	—
freight cars (basis 8 wheels),		4	—	1
other cars,		14	5	—
GENERAL INFORMATION, ETC.				
Total miles of road operated,		8.80	3.10	3.00
Same in Massachusetts,		8.80	3.10	3.00
Average number of persons employed,		75	12	7

* To and from other roads.

† All passengers are counted as "through passengers," being received from and delivered to the B., R. B. & L. R. R. Co.

‡ Dummy engine and car

NARROW GAUGE ROADS.		35.—MARTHA'S VINEYARD.	36.—NANTUCKET.	37.—WORCESTER & SHREWSBURY.
CAPITAL STOCK.				
Amount paid in, . . . . .	.	\$40,000 00	\$61,000 00	\$36,825 00
Number of stockholders, . . . . .	.	22	26	10
Stockholders in Massachusetts, . . . . .	.	21	26	10
Amount of stock held in Massachusetts, . . . . .	.	37,700 00	61,000 00	36,825 00
DEBT.				
Funded debt, . . . . .	.	\$36,000 00	\$44,000 00	\$15,000 00
Unfunded debt, . . . . .	.	4,352 00	—	3,343 15
TOTAL GROSS DEBT, . . . . .	.	40,352 00	44,000 00	18,343 15
PERMANENT INVESTMENTS.				
Construction, . . . . .	.	\$91,462 47	\$93,449 09	\$39,273 38
Equipment, . . . . .	.	14,031 00	14,413 18	20,774 27
Other property, . . . . .	.	3,501 63	—	—
TOTAL PERMANENT INVESTMENTS, . . . . .	.	108,995 10	107,912 27	60,047 65
Cash and cash assets, . . . . .	.	791 47	1,421 75	2,569 87
TOTAL PROPERTY AND ASSETS, . . . . .	.	109,786 57	109,334 02	62,617 52
REVENUE FOR THE YEAR.				
From local passengers, . . . . .	.	\$5,425 88	\$5,312 90	\$13,728 87
through passengers, . . . . .	.	—	—	—
express and extra baggage, . . . . .	.	24 00	—	—
mails, . . . . .	.	—	—	—
all other sources, . . . . .	.	162 94	920 00	—
TOTAL INCOME FROM ALL SOURCES, . . . . .	.	5,612 82	6,232 90	13,728 87

NARROW GAUGE ROADS.		35. — MARTHA'S VINEYARD — Con.	36. — NANTUCKET — Con.	37. — WORCESTER & SHREWSBURY — Con.
EXPENSES.				
Transportation expenses,	.	\$5,163 17	\$2,805 19	\$13,089 83
Taxes, .	.	33 42	42 18	146 13
TOTAL EXPENSES,	.	5,196 59	2,847 37	13,235 96
NET INCOME, DIVIDENDS, ETC.				
Net income,	.	\$442 70	\$3,385 53	\$531 28
Interest accrued, .	.	2,178 43	2,347 54	1,050 00
Dividends declared,	.	—	—	—
Per cent., .	.	—	—	—
Balance for the year, .	.	1,735 73 <i>d</i>	1,037 99	518 72 <i>d</i>
Surplus last year,	.	31,170 30	3,296 03	7,968 09
Surplus, Sept. 30, 1883,	.	29,434 57	4,334 02	7,449 37
MILEAGE, TRAFFIC, ETC.				
Passenger-train mileage,	.	6,727	9,890	34,000
Other train mileage, .	.	—	—	—
TOTAL TRAIN MILEAGE,	.	6,727	9,890	34,000
Number season-ticket passengers,	.	—	—	2,496
Number local passengers (including season), .	.	—	—	174,706
Number through passengers,*	.	25,536	34,308	—
Total number of passengers carried,	.	—	—	—
Local passenger mileage, .	.	25,536	34,308	174,706
Through passenger mileage,*	.	212,715	171,540	472,706
Total passenger mileage,	.	212,715	171,540	472,706

LEASED ROADS.*	38. — ATTLEBOROUGH BRANCH. ¹	39. — BERKSHIRE. ²	40. — BOSTON, CLINTON, FITCHBURG & NEW BEDFORD. ³	41. — FALL RIVER. ⁴	42. — HOLYOKE & WESTFIELD. ⁵	43. — HOPKINTON. ⁶
LIABILITIES.						
Capital stock,	\$131,700 00	\$600,000 00	—	\$200,000 00	\$260,000 00	\$165,100 00
Funded debt,	—	—	—	200,000 00	260,000 00	125,400 00
Unfunded debt,	—	245 07	—	66,091 36	—	16,973 74
Surplus Sept. 30, 1883,	595 96	14,207 10	—	22,146 67d	13,199 90	4,418 55d
TOTAL LIABILITIES,	132,295 96	614,452 17	—	466,091 36	533,199 90	307,473 74
ASSETS.						
Construction,	\$131,000 98	\$600,000 00	—	\$143,944 69	\$522,268 89	\$292,526 10
Other property,	1,100 00	6,000 00	—	—	—	—
Cash and cash assets,	194 98	8,452 17	—	—	10,931 01	10,529 09
TOTAL ASSETS,	132,295 96	614,452 17	—	443,944 69	533,199 90	303,055 19
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	\$9,263 00	\$42,438 81	\$157,344 99†	\$10,279 13	\$29,068 55	\$6,104 09
Total expenses,	—	10,526 85	2,046 95	171 57	1,143 25	—
Net income,	9,263 00	31,911 96	155,298 04	10,107 56	27,925 30	6,104 09
Interest accrued,	—	—	107,363 72§	10,000 00	17,600 00	6,696 58
Dividends declared,	9,219 00	31,915 20	91,880 25	—	10,400 00	—
Per cent,	7.0	5.3	||	—	4.0	—
Balance for the year,	44 00	3 24d	43,945 93d	107 56	74 70d	592 49d

* Leased to and operated by the ¹ Boston & Providence, ² Housatonic of Connecticut, ³ Old Colony, ⁴ New Haven & Northampton, ⁵ Consolidated with Old Colony R.R. Co. March 6, 1883. The items of Income, Expenses, etc., are from Oct. 1, 1882, to March 6, 1883, during the lease to the Old Colony R.R. Co.

† Leased to Providence & Worcester R.R. Co. until May 1, 1883, since which time the road has been operated by the Milford & Woonsocket R.R. Co. upon terms not yet agreed upon.

§ Includes rent, \$15,804.44 paid to Lowell & Framingham Railroad Company.

|| Five and one quarter per cent. on \$1,750,000.00 of preferred stock.

LEASED ROADS.*		41. — LOWELL & ANDOVER. ¹	45. — LOWELL & FRAMINGHAM. ²	46. — MILFORD, FRANKLIN & PROV- DENCE. [†]	47. — MONSIECK. ³
LIABILITIES.					
Capital stock,	.	\$500,000 00	\$658,700 00	\$90,000 00	\$205,400 00
Funded debt,	.	180,000 00	500,000 00	—	72,000 00
Unfunded debt,	.	—	4,600 00	860 64	4,002 00
Surplus Sept 30, 1883,	.	89,258 34	4,228 70	—	113,050 96
TOTAL LIABILITIES,	.	769,258 34	1,167,528 70	90,860 64	394,452 96
ASSETS.					
Construction,	.	\$755,306 20	\$1,070,236 00	\$86,816 59	366,829 47
Other property,	.	—	93,064 00	650 00	23,090 00
Cash and cash assets,	.	13,952 14	4,228 70	3,394 05	4,533 49
TOTAL ASSETS,	.	769,258 34	1,167,528 70	90,860 64	394,452 96
INCOME, EXPENSES, ETC., FOR THE YEAR.					
Total income from all sources,	.	\$52,638 61	\$35,425 18	—	\$9,500 00
Total expenses,	.	141 54	1,962 60	—	67 15
Net income,	.	52,497 07	33,462 58	—	9,432 85
Interest accrued,	.	10,800 00	25,000 00	—	—
Dividends declared,	.	33,000 00	16,618 75	—	4,000 00
Per cent.,	.	7.0	2.5	—	2.0 [†]
Balance for the year,	.	6,697 07	8,156 17 ^d	—	1,267 50

* These roads are leased to and operated by the ¹ Boston and Maine, ² Old Colony, ³ Cheshire.

† Operated by the Milford & Woonsocket Railroad Company, but terms not yet agreed upon, and the earnings and expenses are included in the report of that company.

‡ On \$200,000 capital stock.

^d Deficit.

LEASED ROADS.*	48. — NASHUA & LOWELL. ¹	49. — NASHUA ACTON & BOSTON ²	50. — NEWBURY-PORT CITY. ³	51. — NORTH BROOKFIELD. ⁴	52. — PITTSFIELD & NORTH ADAMS. ⁵	53. — RHODE ISLAND & MASSACHUSETTS. ⁶
LIABILITIES.						
Capital stock,	\$800,000 00	\$500,000 00	\$97,000 00	\$100,000 00	\$450,000 00	\$100,000 00
Funded debt,	300,000 00	500,000 00	25,000 00	—	—	—
Unfunded debt,	50,960 25	391,105 76	—	—	—	19 00
Surplus Sept. 30, 1883,	111,771 11	331,324 56 ^d	14,110 80	5,636 04	—	25,225 43
TOTAL LIABILITIES,	1,262,731 36	1,391,105 76	136,110 80	105,636 04	450,000 00	125,244 43
ASSETS.						
Construction,	\$691,292 07	\$1,057,031 20	\$121,928 33	\$105,456 79	\$438,752 57	\$112,321 13
Other property,	218,242 95	—	—	75 00	11,247 43	—
Cash and cash assets,	353,196 34	2,750 00	14,182 47	104 25	—	12,923 30
TOTAL ASSETS,	1,262,731 36	1,059,781 20	136,110 80	105,636 04	450,000 00	125,244 43
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	\$82,041 08	\$11,000 00	\$6,890 00	\$2,580 31	\$22,500 00	\$10,000 00
Total expenses,	3,843 48	—	965 00	181 85	—	—
Net income,	78,197 60	11,000 00	5,925 00	2,398 46	22,500 00	10,000 00
Interest accrued,	17,627 29	33,102 28	1,750 00	—	—	—
Dividends declared,	56,000 00	—	3,395 00	2,500 00	22,500 00	—
Per cent.,	7.0	—	3.5	2.5	5.0	—
Balance for the year,	4,570 31	22,102 28 ^d	780 00	101 54 ^d	—	10,000 00

* These roads are leased to and operated by the ¹ Boston & Lowell, ² Concord of New Hampshire, ³ Eastern, ⁴ Boston & Albany, ⁵ New York & New England, ⁶ Deficit.

LEASED ROADS.*		54. — SPENCER. ¹	55. — SPRINGFIELD & NEW LONDON. ²	56. — STOCKBRIDGE & PITTSFIELD. ³	57. — STONY BROOK. ⁴	58. — UNION FREETOWN. ⁵
LIABILITIES.						
Capital stock,	.	\$50,000 00	\$198,145 00	\$148,700 00	\$300,000 00	\$300,000 00
Funded debt,	.	5,500 00	—	—	—	—
Unfunded debt,	.	—	88 00	226 90	—	—
Surplus Sept. 30, 1883,	.	9,500 76	1,656 50	2,761 34	1,054 29	29,933 35
TOTAL LIABILITIES,	.	65,000 76	199,889 50	451,688 24	301,054 29	329,933 35
ASSETS.						
Construction,	.	\$64,896 76	\$187,805 52	\$148,700 00	\$276,601 19	\$263,015 52
Other property,	.	—	9,998 00	2,550 00	23,492 38	13,000 00
Cash and cash assets,	.	104 00	2,085 98	438 24	960 72	53,917 83
TOTAL ASSETS,	.	65,000 76	199,889 50	451,688 24	301,054 29	329,933 35
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	.	\$3,565 39	\$5,500 00	\$31,647 00	\$18,370 00	\$35,217 72
Total expenses,	.	308 41	1,013 36	7,753 45	178 99	4,646 98
Net income,	.	3,256 98	4,486 64	23,893 55	18,191 01	30,570 74
Interest accrued,	.	451 40	—	28 35	—	—
Dividends declared,	.	—	5,163 00	23,838 90	18,000 00	21,000 00
Per cent.,	.	—	3.0 [†]	5.3	6.0	7.0
Balance for the year,	.	2,805 58	676 36 ^d	26 30	191 01	9,570 74

* These roads are leased to and operated by the ¹Boston & Albany, ²New York and New England, ³Housatonic of Connecticut, ⁴Boston & Lowell, ⁵Old Colony.

† On \$172,100 of paid capital stock.

^d Deficit.

LEASED ROADS.*		59. — VERMONT & MASSACHUSETTS, ¹	60. — WARE RIVER, ²	61. — WEST AMESBURY BRANCH, ³	62. — WEST STOCKBRIDGE, ⁴	63. — TROY & GREENFIELD, [†]
LIABILITIES.						
Capital stock,	.	\$3,050,000 00	\$750,000 00	\$57,000 00	\$39,600 00	—
Funded debt,	.	1,150,500 00	—	57,000 00	—	—
Unfunded debt,	.	9,479 80	365,163 82	116 50	—	—
Surplus Sept. 30, 1883,	.	149,122 28	—	222 16	1,140 88	—
TOTAL LIABILITIES,	.	4,359,102 08	1,115,163 82	114,338 66	40,740 88	—
ASSETS.						
Construction,	.	\$3,288,328 01	\$1,115,163 82	\$114,000 00	\$39,600 00	—
Other property,	.	472,507 65	—	—	400 00	—
Cash and cash assets,	.	598,266 42	—	338 66	740 88	—
TOTAL ASSETS,	.	4,359,102 08	1,115,163 82	114,338 66	40,740 88	—
INCOME, EXPENSES, ETC., FOR THE YEAR.						
Total income from all sources,	.	\$186,000 00	\$52,500 00	\$5,700 00	\$1,940 04	\$310,887 83
Total expenses,	.	3,000 00	—	205 93	344 24	168,514 68
Net income,	.	183,000 00	52,500 00	5,494 07	1,595 80	142,373 15
Interest accrued,	.	†	—	3,990 00	—	—
Dividends declared,	.	183,000 00	52,500 00	1,425 00	1,584 00	—
Per cent.,	.	6.0	7.0	2.5	4.0	—
Balance for the year,	.	—	—	79 07	11 80	—

* These roads are leased to and operated by the ' Fitchburg, ² Boston & Albany, ³ Boston & Maine, ⁴ Housatonic of Connecticut.

† This road is operated by connecting railroads, under contract with the State.
‡ Interest paid by Fitchburg Railroad Company.

	64. — BOSTON & WINTHROP.*	65. — CHELSEA BEACH.†	66. — DANVERS.‡	67. — DORCHESTER & MILTON.‡	68. — EASTERN JUNC., BROAD SOUND PIER & P'T SHIRLEY.†	69. — HORN POND BRANCH.‡
LIABILITIES.						
Capital stock,	\$4,000 00	\$21,000 00	\$67,500 00	\$73,340 00	\$120,000 00	\$2,000 00
Funded debt,	—	—	150,000 00	—	120,000 00	—
Unfunded debt,	—	17,110 52	26,956 02	58,448 07	668 04	—
Surplus Sept. 30, 1883,	—	—	—	4,584 70	—	13,238 46
TOTAL LIABILITIES,	4,000 00	38,110 52	244,456 02	136,372 77	240,668 04	15,238 46
ASSETS.						
Construction,	\$425 83	\$38,110 52	\$244,456 02	\$136,372 77	\$229,735 31	\$15,238 46
Other property,	—	—	—	—	—	—
Cash and cash assets,	3,574 17	—	—	—	10,932 73	—
TOTAL ASSETS,	4,000 00	38,110 52	244,456 02	136,372 77	240,668 04	15,238 46

* Obtained a certificate of incorporation, but has not yet commenced the construction of its road.

† These roads are virtually owned by the ¹ Eastern, ² Boston & Maine, ³ Old Colony; and their earnings and expenses are included in the reports of those roads.

‡ Operated by the Boston & Lowell.

	70.—LANCASTER.*	71.—NEWBURYPORT.†	72.—NEW YORK & BOSTON INLAND.‡	73.—PROVIDENCE, WEBSTER & SPRINGFIELD.*
LIABILITIES.				
Capital stock,	\$124,920 00	\$220,340 02	\$50,000 00	\$44,000 00
Funded debt,	47,000 00	300,000 00	-	-
Unfunded debt,	58,528 48	77,046 31	-	-
Surplus Sept. 30, 1883,	-	-	-	-
TOTAL LIABILITIES,	230,448 48	597,386 31	50,000 00	44,000 00
ASSETS.				
Construction,	\$230,448 48	\$597,386 33	\$30,000 00	\$35,158 00
Other property,	-	-	-	-
Cash and cash assets,	-	-	20,000 00	8,842 00
TOTAL ASSETS,	230,448 48	597,386 33	50,000 00	44,000 00

* Roads partially constructed.

† This road is virtually owned by the Boston & Maine, and its earnings and expenses are included in the report of that road.

‡ Obtained a certificate of incorporation but has not yet commenced the construction of its road.

TABULATED COMPARATIVE RESULTS

OF THE

CONDITION AND OPERATION

OF SEVERAL OF THE

RAILROAD CORPORATIONS OF THE STATE.

COMPILED FROM REPORTS.

TABULATED COMPARATIVE RESULTS OF RAILROAD CORPORATIONS.

RAILROADS.	STOCK, DEBT AND COST PER MILE OF ROAD OWNED.					
	74. — Stock paid in.	75. — Net Debt.	76. — Total Stock and Net Debt.	77. — Construction.	78. — Equipment.	79. — Total Permanent Investments.
Boston & Albany,	\$66,078 57	\$30,463 90	\$96,542 47	\$83,320 03	\$10,392 18	\$108,469 42
Boston & Lowell,	43,960 12	43,564 86	87,524 98	76,168 82	7,212 48	95,509 81
Boston & Maine,	55,816 73	24,599 36	80,416 09	76,715 97	10,549 84	93,611 27
Boston & Providence,	62,743 13	11,842 77	74,585 90	73,549 40	3,253 23	81,057 78
Eastern,	42,238 00	119,414 95	161,652 95	66,164 95	8,863 22	86,495 20
Fitchburg,	53,043 29	27,812 89	80,856 18	48,948 35	25,355 77	84,256 56
New York & New England,	61,393 01	42,903 42	104,296 43	96,296 56	7,523 65	104,816 41
Old Colony,	24,021 14	20,571 90	44,593 04	37,938 33	5,076 20	46,593 71
Average,	\$48,610 96	\$36,658 19	\$85,269 15	\$68,750 01	\$8,788 44	\$84,339 09
Cheshire,	\$40,158 52	\$10,374 19	\$50,532 71	\$44,671 18	\$6,010 19	\$50,681 37
Connecticut River,	42,435 09	—	42,435 09	45,665 96	6,980 62	57,343 01
New Haven & Northampton,	19,316 84	29,557 03	48,873 87	44,037 52	7,078 58	51,880 70
New York, New Haven & Hartford,	110,163 47	—	110,163 47	92,305 32	17,159 39	117,246 54
Norwich & Worcester,	39,175 69	3,988 87	43,164 56	49,253 21	2,703 83	56,065 15
Providence & Worcester,	49,593 33	28,709 35	78,302 68	67,907 81	18,679 55	86,587 36
Worcester & Nashua,	38,832 72	14,618 25	53,450 97	46,186 23	9,011 41	55,194 64
Average,	\$54,352 45	\$12,429 72	\$66,782 17	\$59,884 22	\$10,295 36	\$73,376 00
Average 15 Roads,	\$50,113 89	\$28,451 96	\$78,565 85	\$66,463 81	\$9,181 95	\$81,511 91

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EARNINGS AND EXPENSES PER MILE ROAD OPERATED.				EARNINGS AND EXP. PER TOTAL REVENUE-TRAIN MILE.		
	\$0. — Total Transportation Earnings.	\$1. — Operating Expenses.	\$2. — Net Earnings.		\$3. — Total Transportation Earnings.	\$4. — Operating Expenses.	\$5. — Net Earnings.
Boston & Albany,	\$21,653 28	\$15,146 47	\$6,506 81		\$1,638	\$1,146	\$0,492
Boston & Lowell,	12,405 69	8,443 40	3,962 29		1,675	1,140	.535
Boston & Maine,	14,279 84	9,576 38	4,703 46		1,709	1,146	.563
Boston & Providence,	24,309 41	18,009 58	6,299 83		1,838	1,362	.476
Pastern,	11,998 18	7,860 05	4,138 13		1,648	1,080	.568
Fitchburg,	14,937 73	10,816 13	4,121 60		1,532	1,109	.423
New York & New England,	8,921 42	8,023 43	897 99		1,320	1,187	.133
Old Colony,	8,880 63	6,528 36	2,352 27		1,668	1,226	.442
Average,	\$13,358 60	\$9,665 28	\$3,693 32		\$1,606	\$1,163	\$0,443
Cheshire,	\$9,630 60	\$7,101 33	\$2,529 27		\$1,253	\$0,924	\$0,329
Connecticut River,	10,895 91	7,370 86	3,525 05		1,855	1,255	.600
New Haven & Northampton,	4,952 47	3,264 48	1,687 99		1,402	.924	.478
New York, New Haven & Hartford,	25,482 57	17,151 97	8,330 60		1,777	1,196	.581
Norwich & Worcester,	11,712 40	6,820 40	4,892 00		2,139	1,246	.893
Providence & Worcester,	17,483 86	12,058 91	5,424 95		2,012	1,388	.624
Worcester & Nashua,	6,917 24	4,990 69	1,926 55		1,439	1,038	.401
Average,	\$14,458 29	\$9,661 05	\$4,797 24		\$1,741	\$1,164	\$0,577
Average 15 Roads,	\$13,661 73	\$9,666 53	\$3,995 20		\$1,643	\$1,163	\$0,480

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	EXPENSES PER TOTAL TRAIN MILE.							
	86.—Repairs of Road.*	87.—Repairs of Bridges.	88.—New Rails.	89.—Repairs of Locomo- tives.	90.—Fuel.	91.—Oil and Waste.	92.—Repairs of Passenger, Baggage and Mail Cars.†	93.—Repairs of Freight Cars.‡
Boston & Albany,	\$0.1785	\$0.0152	\$0.0457	\$0.0769	\$0.1408	\$0.0109	\$0.1308	\$0.1435
Boston & Lowell, . . . . .	.0984	.0211	.0162	.0523	.1149	.0118	.0652	.3217
Boston & Maine, . . . . .	.1098	.0245	.0381	.0526	.1245	.0071	.0707	.1776
Boston & Providence, . . . . .	.1739	.0427	.0368	.0884	.1262	.0166	.1941	.1367
Eastern, . . . . .	.0868	.0291	.0137	.0759	.1101	.0056	.0453	.0882
Fitchburg, . . . . .	.0855	.0178	.0285	.0545	.1351	.0094	.0750	.1476
New York & New England, . . . . .	.1116	.0152	.0131	.1009	.1443	.0089	.0830	.1156
Old Colony, . . . . .	.1703	.0322	.0523	.0640	.1024	.0104	.1193	.2151
Average,	\$0.1330	\$0.0222	\$0.0324	\$0.0725	\$0.1273	\$0.0906	\$0.0944	\$0.1517
Cheshire,	\$0.0779	\$0.0013	\$0.0213	\$0.0182	\$0.1803	\$0.0113	\$0.2192	\$0.1346
Connecticut River, . . . . .	.1537	.0026	.0679	.0512	.1563	.0082	.0848	.2252
New Haven & Northampton, . . . . .	.1382	.0117	.0348	.0707	.1017	.0154	.0642	.1556
New York, New Haven & Hartford, . . . . .	.1489	.0431	.0086	.0351	.1003	.0151	.1070	.0618
Norwich & Worcester, . . . . .	.0977	.0109	.0280	.0559	.1152	.0548	.0685	.1701
Providence & Worcester, . . . . .	.1040	.0322	.0098	.0383	.0985	.0075	.0763	.1671
Worcester & Nashua, . . . . .	.1416	.0085	.0467	.0801	.1723	.0089	.0745	.0881
Average,	\$0.1354	\$0.0293	\$0.0197	\$0.0446	\$0.1154	\$0.0126	\$0.0984	\$0.1072
Average 15 Roads,	\$0.1337	\$0.0242	\$0.0290	\$0.0649	\$0.1241	\$0.0105	\$0.0955	\$0.1400

* Including cost of new ties.

† Per passenger-train mile.

‡ Per freight-train mile.

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	REPAIRS.			AVERAGES, ETC.			
	94. — Per Locomotive.	95. — Per Passenger, Baggage and Mail Car.	96. — Per Freight Car.	97. — Per Passenger; Average Distance travelled.	98. — Per ton of Freight; Average Distance carried.	99. — Average No. of Passengers per Train Mile.	100. — Average No. of Tons of Freight per Train Mile.
Boston & Albany,	\$1,781 66	\$822 80	\$74 08	19.5	109.5	86	120
Boston & Lowell,	1,145 24	448 09	70 03	12.5	28.5	51	120
Boston & Maine,	1,199 37	420 50	52 45	13.1	51.5	72	92
Boston & Providence,	1,595 63	834 04	40 31	10.4	30.1	79	91
Eastern,	1,913 72	280 78	30 06	13.8	55.3	74	104
Fitchburg,	1,282 76	516 06	44 24	16.0	75.8	58	159
New York & New England,	2,199 25	566 71	39 25	12.0	85.1	42	120
Old Colony,	1,618 28	680 76	85 71	14.7	35.6	67	63
Average,	\$1,674 91	\$384 04	\$57 02	14.4	69.7	67	114
Cheshire,	\$891 09	\$746 58	\$99 74	31.3	55.0	41	84
Connecticut River,	974 48	534 29	66 98	10.4	24.6	49	101
New Haven & Northampton,	1,767 28	655 53	67 54	18.0	53.2	24	108
New York, New Haven & Hartford,	1,294 05	647 47	88 79	27.7	60.7	86	93
Norwich & Worcester,	1,548 67	561 65	62 98	17.4	34.4	46	108
Providence & Worcester,	872 95	430 63	37 76	8.2	28.8	69	85
Worcester & Nashua,	2,071 65	514 65	50 72	17.1	32.0	35	74
Average,	\$1,280 65	\$615 96	\$51 72	20.7	45.6	69	92
Average 15 Roads,	\$1,583 29	\$592 92	\$55 87	15.7	62.3	68	108

Tabulated Comparative Results of Railroad Corporations — Continued.

RAILROADS.	RATE OF FARES PER MILE.				AVERAGE RATE OF FREIGHT PER TON PER MILE.		
	101. — Season- ticket Passen- gers.	102. — Local Pas- sengers (includ- ing season).	103. — Through * Passengers.	104. — All Passengers.	105. — Local Freight.	106. — Through * Freight.	107. — All Freight.
Boston & Albany,	\$.0057	\$.0202	\$.0221	\$.0208	\$.0184	\$.0087	\$.0120
Boston & Lowell,	.0082	.0197	.0180	.0194	.0425	.0210	.0298
Boston & Maine,	.0081	.0202	.0168	.0197	.0329	.0120	.0224
Boston & Providence,	.0098	.0183	.0221	.0188	.0336	.0234	.0283
Eastern,	.0079	.0189	.0148	.0182	.0241	.0112	.0192
Fitchburg,	.0077	.0162	.0224	.0177	.0363	.0087	.0119
New York & New England,	.0078	.0203	.0214	.0206	.0266	.0077	.0138
Old Colony,	.0071	.0199	.0240	.0200	.0371	.0248	.0316
Cheshire,	.0193	.0330	.0298	.0305	.0269	.0131	.0134
Connecticut River,	.0079	.0228	.0259	.0236	.0643	.0252	.0304
New Haven & Northampton,	—	.0244	.0219	.0236	.0253	.0214	.0235
New York, New Haven & Hartford,	.0057	.0178	.0232	.0198	.0364	.0151	.0189
Norwich & Worcester,	.0090	.0284	.0270	.0280	.0233	.0270	.0257
Providence & Worcester,	.0073	.0212	.0229	.0214	.0302	.0285	.0296
Worcester & Nashua,	.0085	.0274	.0275	.0274	.0311	.0224	.0234

* Carried to and from other roads.

Tabulated Comparative Results of Railroad Corporations — Concluded.

RAILROADS.	108.—Passenger Earnings.	109.—Freight Earnings.	110.—Total Trans- portation Earnings.	111.—Operating Expenses.	112.—Net Earnings.	113.—Per cent. Op- erating Expenses to Trans. Earnings.
Boston & Albany,	\$3,631,776 98	\$4,472,180 26	\$8,103,957 24	\$5,668,718 20	\$2,435,239 04	70
Boston & Lowell,	985,493 95	1,117,393 53	2,102,887 48	1,431,240 49	671,646 99	68
Boston & Maine,	1,781,072 03	1,134,871 66	2,915,943 69	1,955,495 83	960,447 86	67
Boston & Providence,	1,020,326 05	626,636 15	1,646,962 20	1,220,148 63	426,813 57	74
Eastern,	1,960,775 68	1,456,491 70	3,418,880 65	2,239,720 58	1,179,160 07	65
Fitchburg,	989,602 80	1,835,421 51	2,825,024 31	2,045,546 63	779,477 68	72
New York & New England,	1,261,786 11	2,114,524 48	3,376,310 59	3,036,468 87	339,841 72	90
Old Colony,	2,325,773 77	1,833,203 23	4,158,977 00	3,057,360 54	1,101,616 46	74
Cheshire,	187,464 67	428,989 95	616,454 62	454,556 45	161,898 17	74
Connecticut River,	394,788 59	475,249 85	870,038 44	588,563 23	281,475 21	68
New Haven & Northampton,	238,777 13	618,049 86	856,826 99	564,787 62	292,039 37	66
New York, New Haven & Hartford,	4,148,925 58	2,501,623 41	6,650,548 09	4,409,086 41	2,241,462 58	66
Norwich & Worcester,	229,767 53	548,872 62	778,640 15	453,420 60	325,219 55	58
Providence & Worcester,	465,046 87	686,090 43	1,151,137 30	793,958 69	357,178 61	69
Worcester & Nashua,	233,802 32	419,739 13	653,541 45	471,519 53	182,021 92	72

COMPARISON OF RETURNS

1882 with 1883,

AND

SUMMARY TAKEN FROM RETURNS

OF

1873-1878-1879-1880-1881-1882-1883.

Summary taken from Returns of 1882 and 1883.

	1882.	1883.	Increase.	Decrease.
<i>Roadway.</i>				
Length of road and branches, . . . Miles.	2,778.445	2,782.903	4.458	-
in Massachusetts, . . .	1,949.460	1,953.258	3.798	-
Length of double track, . . .	749.918	825.537	75.619	-
in Massachusetts, . . .	539.070	587.299	48.229	-
Length of sidings, . . .	1,047.072	1,109.129	62.057	-
in Massachusetts, . . .	768.195	799.246	31.051	-
Total length as single track, . . .	4,575.435	4,717.569	142.134	-
in Massachusetts, . . .	3,256.725	3,339.803	83.078	-
Length of steel rail in track, . . .	2,446.203	2,774.431	308.228	-
Length of iron rail in track, . . .	2,109.232	1,943.138	-	166.094
Total miles of road operated, . . .	3,124.909	3,215.906	90.997	-
in Massachusetts, . . .	1,949.460	1,953.258	3.798	-
Railroad crossings at grade, . . .	40	40	-	-
over grade, . . .	19	19	-	-
under grade, . . .	19	19	-	-
Highway crossings at grade, . . .	2,151	2,143	-	8
protected, . . .	615	651	36	-
unprotected, . . .	1,536	1,492	-	44
<i>Assets.</i>				
Construction,	\$163,724,377 54	\$165,824,300 96	\$2,099,923 42	-
Equipment,	19,410,331 13	20,122,551 63	712,220 50	-
Lands,	2,076,949 65	1,976,330 19	-	\$100,619 46
Stocks,	8,226,713 85	8,175,153 95	-	51,559 90
Bonds,	2,558,780 72	1,007,435 68	-	1,551,345 04
Other property,	2,958,675 65	1,795,504 34	-	1,163,171 31
Total permanent investments, . . .	\$198,955,828 54	\$198,901,276 75	-	\$54,551 79
Cash,	\$2,741,710 06	\$3,486,922 68	\$745,212 62	-
Materials and supplies,	3,409,022 66	3,924,033 70	515,011 04	-
Sinking fund,	2,287,164 22	2,201,420 19	-	\$85,744 03
Other cash assets,	8,899,345 09	8,890,168 47	-	209,174 62
Total cash and cash assets,	\$17,337,240 03	\$18,302,545 04	\$965,305 01	-
Profit and loss balance (deficit), . .	10,246,557 39	10,074,029 16	-	\$172,528 23
Total assets as per balance-sheet, . .	\$226,539,625 96	\$227,277,850 95	\$738,224 99	-
<i>Liabilities.</i>				
Capital stock,	\$122,976,262 26	\$122,367,572 27	-	\$608,689 99
Funded debt,	73,409,639 00	77,886,652 62	\$4,477,013 62	-
Unfunded debt,	15,841,407 03	13,349,183 35	-	2,492,223 68
Surplus,	14,312,317 67	13,674,442 71	-	637,874 96
Total liabilities as per balance-sheet, .	\$226,539,625 96	\$227,277,850 95	\$738,224 99	-
Total number of stockholders, . . .	37,284	38,275	991	-
in Massachusetts,	27,282	27,827	545	-
Stock held in Massachusetts,	\$80,602,561 35	\$81,477,870 02	\$875,308 67	-
Persons employed,	27,403	29,844	2,441	-

Summary taken from the Returns of 1882 and 1883.

	1882.	1883.	Increase.	Decrease.
<i>General Exhibit for the Year.</i>				
Total income,	\$40,846,370 10	\$43,380,387 63	\$2,534,017 53	-
Total expense, including taxes,	28,068,536 32	30,733,114 67	2,664,578 35	-
Net income,	12,777,833 78	12,647,272 96	-	\$130,560 82
Rentals,	1,875,630 83	1,746,796 04	-	128,837 79
Interest accrued,	4,291,222 59	4,756,085 23	464,862 64	-
Dividends earned,	6,610,980 36	6,144,394 69	-	466,585 67
per cent.,	5.37	5.02	-	0.35
Dividends declared,	6,271,139 86	6,379,721 10	108,581 24	-
per cent.,	5.10	5.21	0.11	-
Balance for the year,	339,840 50	235,326 41 ^d	-	575,166 91
Surplus Sept. 30,	4,065,760 28	3,600,413 55	-	465,346 73
<i>Transportation Earnings.</i>				
From local passengers,	\$12,679,634 51	\$13,652,320 69	\$972,686 18	-
through passengers,	5,162,321 42	5,245,265 19	82,943 77	-
express and extra baggage,	1,047,495 33	1,090,945 52	43,450 19	-
mails,	593,967 97	590,730 43	-	\$3,237 54
other sources,	83,855 48	23,027 30	-	60,828 18
Total passenger department,	\$19,567,274 71	\$20,602,289 13	\$1,035,014 42	-
From local freight,	\$9,955,675 74	\$10,861,206 85	\$905,531 11	-
through freight,	9,408,552 43	10,104,560 63	696,008 20	-
other sources,	162,866 37	67,743 78	-	\$95,122 59
Total freight department,	\$19,527,094 54	\$21,033,511 26	\$1,506,416 72	-
Total transportation earnings,	39,094,369 25	41,635,800 39	2,541,431 14	-
Transportation expenses, including taxes,	\$28,789,328 31	\$31,441,471 45	\$2,652,143 14	-
<i>Mileage, Traffic, etc.</i>				
Train miles, passenger,	13,636,169	14,244,658	608,489	-
freight,	10,598,126	11,382,154	784,028	-
Total revenue-train miles,	24,234,295	25,626,812	1,392,517	-
Miles run by other trains,	4,818,505	5,524,011	705,506	-
Total train miles,	29,052,800	31,150,823	2,098,023	-
Passengers, season ticket,	12,674,117	12,769,420	95,303	-
total number,	55,568,694	61,530,747	5,962,053	-
local mileage,	649,351,193	702,461,181	53,109,988	-
through mileage,	242,970,014	240,784,477	-	2,185,537
total mileage,	892,321,207	943,245,658	50,924,451	-
Freight, total tons carried,	19,061,164	20,202,881	1,141,717	-
local mileage,	352,867,305	398,541,430	45,674,125	-
through mileage,	777,203,347	822,282,988	45,079,641	-
total mileage,	1,130,070,652	1,220,824,418	90,753,766	-
<i>Equipment.</i>				
Locomotives,	1,222	1,286	64	-
Passenger cars,	1,658	1,790	132	-
Mail, baggage and express cars,	463	482	19	-
Freight and other cars (basis 8 wheels),	26,382	28,008	1,626	-

^d Deficit.

Summary taken from Returns of 1873, 1878, 1879, 1880, 1881, 1882, 1883.

	1873.	1878.	1879.	1880.	1881.	1882.	1883.
Main line in Massachusetts, . . .	1,731,955	1,850,290	1,861,823	1,893,080	1,927,944	1,949,460	1,953,258
Double track in Massachusetts, . .	436,068	452,738	450,718	454,792	480,877	539,070	587,299
Sidings in Massachusetts, . . .	443,987	590,948	696,693	696,693	739,285	768,195	799,246
Total in Massachusetts, . . .	2,615,010	2,902,976	2,962,924	3,044,565	3,148,106	3,256,725	3,339,803
Amount of capital stock, . . .	\$115,406,883 54	\$119,045,229 92	\$118,390,938 88	\$118,738,871 58	\$122,155,614 12	\$122,976,282 26	\$122,367,572 27
Amount of stock held in Mass., . .	63,267,080 00	76,839,484 07	76,881,584 07	78,806,559 95	80,813,841 82	80,002,561 36	81,477,870 02
Number of stockholders, . . .	32,901	36,092	37,041	36,874	36,354	37,284	38,275
Stockholders in Massachusetts, . .	23,845	25,970	26,655	27,057	26,485	27,282	27,827
Gross debt, . . .	\$45,031,862 59	\$62,162,016 49	\$65,929,595 33	\$72,841,890 36	\$79,340,124 56	\$89,251,046 03	\$91,235,835 97
Net debt, . . .	36,606,894 70	52,646,056 24	55,755,418 06	59,172,920 25	64,850,890 76	71,913,806 00	72,933,290 93
Cost of construction, . . .	\$128,181,510 69	\$144,484,189 70	\$147,860,583 71	\$152,458,105 46	\$159,664,120 10	\$163,724,377 54	\$165,824,300 96
Cost of equipment, . . .	17,861,859 47	15,466,694 15	16,356,112 58	17,263,068 72	18,793,188 50	19,410,331 13	20,122,551 63
Cost of other property, . . .	11,566,450 17	9,602,854 48	8,913,843 28	10,478,249 48	11,404,816 30	15,821,119 87	12,954,424 16
Total permanent investment, . .	157,609,820 33	169,553,738 33	173,130,539 57	180,199,423 66	189,864,125 20	198,955,828 54	198,901,276 75
Cash and cash assets, . . .	8,424,967 89	11,457,101 72	12,123,966 68	13,669,370 11	14,489,233 80	17,337,240 03	18,302,545 04
Total property and assets, . . .	166,034,788 22	181,010,840 05	185,254,506 25	193,868,793 77	204,353,359 00	216,293,068 57	217,203,821 79
Total income from all sources, . .	\$34,930,527 42	\$27,053,008 76	\$30,312,964 54	\$35,140,374 77	\$37,764,395 83	\$40,846,370 10	\$43,380,387 63
Total expense,* . . .	25,412,688 74	19,820,126 78	20,158,950 68	23,148,559 24	27,062,644 23	29,944,167 15	32,479,907 71
Net income, . . .	9,517,838 68	9,232,881 98	10,154,013 86	11,191,815 53	10,701,751 60	10,902,202 95	10,900,479 92
Interest accrued, . . .	1,846,783 16	3,172,925 31	3,172,900 59	3,423,752 25	4,291,292 55	4,291,292 59	4,756,085 23
Dividends earned, . . .	7,671,055 52	6,105,956 64	6,981,023 27	7,768,063 28	6,953,459 05	6,610,980 36	6,144,394 69
Percentage to capital stock, . . .	6.65	5.13	5.85	6.56	5.69	5.37	5.02
Dividends declared, . . .	7,230,456 02	5,589,927 40	5,264,431 78	5,987,718 64	6,287,866 82	6,271,139 86	6,379,721 10
Per cent., . . .	6.34	4.68	4.44	5.05	5.15	5.10	5.21
Balance for the year, . . .	440,590 50	516,029 24	1,716,491 49	1,780,344 64	665,592 23	339,840 50	235,326 41d
Total surplus Sept. 30, . . .	11,109,635 89	196,406 36d	939,972 04	2,288,031 83	2,857,620 32	4,063,760 28	3,600,413 55

Taxes paid,	\$1,266,167 99	\$1,162,384 31	\$1,171,684 63	\$1,382,555 19	\$1,568,020 94	\$1,830,437 00	\$1,878,200 01
Mileage, passenger trains,	9,212,257†	10,301,893	10,792,629	11,350,716	12,413,290	13,636,169	14,244,658
Mileage, freight trains,	9,684,612†	9,266,252	8,974,983	9,809,975	10,398,539	10,598,126	11,382,154
Mileage, other trains,	1,164,748	1,570,181	2,988,288	3,814,701	4,398,954	4,818,505	5,324,011
Total train mileage,	20,061,617	21,438,329	22,755,910	24,975,392	27,206,783	29,052,800	31,150,823
Total passenger mileage,	658,207 465	593,060,781	616,871,131	708,645,422	788,422,761	892,321,207	943,245,658
Through passenger mileage,†	194,647 972	166,541,097	170,714,910	199,053,664	219,680,579	242,970,014	240,784,477
Total freight mileage,	615,769,300	715,480,187	806,064,983	959,429,750	1,080,802,796	1,130,070,652	1,220,824,418
Through freight mileage,†	355,433,861	483,899,826	551,529,550	649,741,938	760,209,637	777,203,347	822,282,988
Total passengers carried,	42,398,001	37,318,427	39,217,634	45,151,152	49,894,491	55,868,694	61,530,747
Total tons of freight carried,	12,431,188	12,186,545	14,401,877	17,221,567	17,971,072	19,061,164	20,202,881
Total season-ticket passengers,	6,655,443‡	8,320,727	10,200,304	11,623,285	12,616,987	12,674,117	12,769,420
Number persons employed,	20,182	19,043	19,453	21,615	25,490	27,403	29,844
Locomotives,	908	1,017	1,070	1,103	1,161	1,222	1,286
Passenger cars,	1,243	1,397	1,451	1,512	1,568	1,638	1,790
Mail and baggage cars,	305	395	401	403	432	463	482
Freight cars,	16,143	18,469	19,509	21,986	24,502	26,382	28,008
Steel rails,	630,406	1,517,004	1,696,082	1,980,780	2,134,964	2,466,203	2,774,431
Iron rails,	2,957,227	2,413,272	2,453,904	2,276,399	2,304,306	2,109,232	1,943,138

* Including operating expenses and rents. † Mileage of switching engines included in these accounts for this year, hereafter included in "Mileage, other trains."
 ‡ In this year computed by a majority of the roads *one* passenger per day, for the other years *two* passengers per day, for time of each ticket.
 ‡ Deficit.



PART II.

RAILROAD REPORTS

FOR THE

YEAR ENDING SEPTEMBER 30, 1883.

REPORT

OF THE

ASHBURNHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.

Total income,	\$4,709 07
Total expense (including taxes),	4,579 55
Net income,	129 52
Interest accrued during the year,	455 00
On funded debt, \$455 00	
Balance for the year (deficit),	325 48
Balance at commencement of year (deficit)	180 59
Balance Sept. 30, 1883 (deficit),	506 07

ANALYSIS OF EARNINGS.

From local passengers,	\$1,942 96
express and extra baggage,	308 75
mails,	123 58
<i>Total earnings from passenger department,</i>	<i>2,375 29</i>
local freight,	2,333 78
<i>Total earnings from freight department,</i>	<i>2,333 78</i>
TOTAL INCOME FROM ALL SOURCES,	4,709 07

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$20 00
Stationery and printing,	26 10
Contingencies and miscellaneous,	91 33
Renewal of ties,	387 20
[Number laid, 1,229.]	
Repairs of road-bed and track,	745 83
Repairs of locomotives,	129 60
Fuel for locomotives,	1,330 56
[Cords of wood, 320.]	
Water supply,	94 10
Oil and waste,	84 47
Locomotive service,	1,037 00
Passenger-train service,	549 45
TOTAL OPERATING EXPENSES,	4,505 64
Taxes,	73 91
TOTAL OPERATING EXPENSES AND TAXES,	4,579 55

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$30,000 00
Cost of equipment,	6,000 00
TOTAL PERMANENT INVESTMENTS,	\$36,000 00
Profit & Loss balance,	506 07
TOTAL ASSETS,	\$36,506 07

LIABILITIES.	
Capital stock,	
Funded debt,	\$30,000 00
Unfunded debt, viz.,	6,000 00
Interest unpaid, \$506 07	506 07
TOTAL LIABILITIES,	\$36,506 07
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	7,800
TOTAL TRAIN MILEAGE,	7,800
Number of local passengers (including season),	17,800
TOTAL NUMBER OF PASSENGERS CARRIED,	17,800
Local passenger mileage (local passengers carried one mile),	44,500
TOTAL PASSENGER MILEAGE,	44,500
Number tons of local freight,	5,426
TOTAL NUMBER TONS FREIGHT CARRIED,	5,426
Local freight mileage (tons local freight carried one mile),	13,566
TOTAL FREIGHT MILEAGE,	13,566
Average number of cars in passenger-trains,	1
Average number of persons employed,	3
DESCRIPTION OF ROAD.	
Main line of road from Ashburnham to South Ashburnham,	2.500 miles.
Main line of road in Massachusetts,	2.500 "
Sidings and other tracks not above enumerated, . . . . .	.379 "
Same in Massachusetts, . . . . .	.379 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.879 "
Same in Massachusetts,	2.879 "
Total miles of road operated by this company,	2.500 "
Total miles of road operated by this company in Massachusetts,	2.500 "
Number of stations in Mass. on all roads operated by this Co.	2
Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2
EQUIPMENT,	
Number of locomotives,	1
Number of passenger-cars,	1
GENERAL INFORMATION.	
Number of trestle bridges of 25 feet length and upwards,	1
Number of crossings of highways at grade,	7
Number of crossings at which there are neither signals nor flagmen,	7
CAPITAL STOCK.	
Capital stock authorized by charter, \$30,000 00	
Capital stock authorized by votes of company, 30,000 00	
Capital stock issued (number shares, 300).	
TOTAL AMOUNT PAID IN, AS PER BOOKS OF THE CO.,	\$30,000 00
Total number of stockholders,	3
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts, \$30,000 00	
DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due June 1, 1888, rate of interest 6 per ct.	\$6,000 00

NAME AND RESIDENCE OF OFFICERS.

George C. Winchester, *President*, Ashburnham, Mass. C. M. Proctor, *Superintendent and General Freight Agent*, Ashburnham, Mass. John H. Wilkins, *Treasurer and Clerk of Corporation*, Ashburnham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Winchester, Ashburnham, Mass. E. C. Field, Ashburnham, Mass. C. M. Proctor, Ashburnham, Mass. Geo. G. Rockwood, Ashburnham, Mass. John H. Wilkins, Ashburnham, Mass.

PROPER ADDRESS OF THE COMPANY.

ASHBURNHAM RAILROAD CO., ASHBURNHAM, MASS.

E. C. FIELD,
C. M. PROCTOR,
G. G. ROCKWOOD,
J. H. WILKINS,

Directors.

J. H. WILKINS,

Treasurer.

C. M. PROCTOR,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 5, 1883. Then personally appeared E. C. Field, C. M. Proctor, George G. Rockwood and John H. Wilkins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE C. FOSTER,

Justice of the Peace.

REPORT

OF THE

ATTLEBOROUGH BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Providence Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.

Total income,	\$9,263 00
Net income,	9,263 00
Dividends declared (7 per cent),	9,219 00
Balance for the year (surplus),	44 00
Balance at commencement of year,	551 96
Balance Sept. 30, 1883 (surplus),	595 96

ANALYSIS OF EARNINGS.

Rents for use of road.	\$9,219 00
Income from all other sources, viz.,	44 00
Interest on United States bonds, \$44 00	
TOTAL INCOME FROM ALL SOURCES,	9,263 00

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Land, land damages, and fences,	\$294 25
TOTAL CHARGES TO PROPERTY ACCOUNTS,	294 25
Property sold (or reduced in valuation on the books) and credited property accounts during the year:—	
United States bonds sold, \$250 00	
Total credits to property accounts,	250 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	44 25

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$131,000 98
Bonds of United States (4 per cent.),	1,100 00
TOTAL PERMANENT INVESTMENTS,	\$132,100 98
Cash,	\$150 98
Bills receivable,	44 00
TOTAL CASH ASSETS.	194 98
TOTAL ASSETS,	\$132,295 96

LIABILITIES.

Capital stock,	\$131,700 00
Profit & Loss balance,	595 96
TOTAL LIABILITIES,	\$132,295 96

Present or Contingent Liabilities not included in the Balance Sheet.

County commissioners' decree not accepted:—	
Deborah Capron's heirs,	\$160 50

DESCRIPTION OF ROAD.	
Main line of road from Attleborough to North Attleborough,	4 miles.
Main line of road in Massachusetts,	4 "
Total road belonging to this company,	4 "
Sidings and other tracks not above enumerated,	1 mile.
Same in Massachusetts,	1 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK	5 miles.
Same in Massachusetts,	5 "
Number of stations on all <i>roads owned</i> by this Company, . .	2
Same in Massachusetts,	2
GENERAL INFORMATION.	
Number of spans of timber bridges of 25 feet and upwards .	1
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter,	\$133,000 00
Capital stock authorized by votes of Company,	131,700 00
Capital stock issued (number of shares 1,317) ; amount paid in,	\$131,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	131,700 00
Total number of stockholders,	38
Number of stockholders in Massachusetts,	38
Amount of stock held in Massachusetts,	\$131,700 00

NAME AND RESIDENCE OF OFFICERS.

Henry F. Barrows, *President*, North Attleborough Mass. H. N. Daggett,
Treasurer, Attleborough Falls, Mass. J. R. Bronson, *Clerk of Corporation*,
Attleborough, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry F. Barrows, North Attleborough, Mass. H. N. Daggett, Attlebo-
rough Falls, Mass. J. R. Bronson, Attleborough, Mass. O. M. Draper,
North Attleborough, Mass. A. A. Folsom, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

ATTLEBOROUGH BRANCH RAILROAD CO.,
ATTLEBOROUGH FALLS, MASS.

H. F. BARROWS,
H. N. DAGGETT,
O. M. DRAPER,

Directors.

H. N. DAGGETT,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. Oct. 19, 1883. Then personally appeared H. F. Barrows, H. N. Daggett and O. M. Draper, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH E. POND, JR.,
Justice of the Peace.

REPORT

OF THE

BERKSHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$42,438 81
Total expense (including taxes),	10,526 85
Net income,	31,911 96
Dividends declared (5.3 per cent.),	31,915 20
Balance for the year (deficit),	3 24
Balance at commencement of year,	14,210 34
Balance Sept. 30, 1883 (surplus),	14,207 10
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$42,000 00
Income from all other sources, viz.,	438 81
Dividends on 80 shares stock,	\$425 54
Interest on balance in bank,	13 27
TOTAL INCOME FROM ALL SOURCES,	\$42,438 81
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$400 00
Stationery and printing,	39 05
Outside agencies and advertising,	2 00
Contingencies and miscellaneous,	1 00
TOTAL EXPENSES,	\$442 05
Taxes,	10,084 80
TOTAL EXPENSES AND TAXES,	\$10,526 85
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$600,000 00
Stock of Berkshire Railroad Company,	6,000 00
TOTAL PERMANENT INVESTMENTS,	\$606,000 00
Cash,	8,452 17
TOTAL ASSETS,	\$614,452 17
LIABILITIES.	
Capital stock,	\$600,000 00
Dividends unpaid,	245 07
Profit & Loss balance,	14,207 10
TOTAL LIABILITIES,	\$614,452 17

DESCRIPTION OF ROAD.	
Main line of road from Sheffield to West Stockbridge, . . .	22 miles.
Main line of road in Massachusetts,	22 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$800,000 00
Capital stock authorized by votes of company,	600,000 00
Capital stock issued (number of shares, 6,000); amount paid in,	\$600,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	600,000 00
Total number number of stockholders,	230
Number of stockholders in Massachusetts,	132
Amount of stock held in Massachusetts,	\$424,500 00

NAME AND RESIDENCE OF OFFICERS.

Loring G. Robbins, *President*, Great Barrington, Mass. Daniel R. Williams, *Treasurer and Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Loring G. Robbins, Great Barrington, Mass. John L. Dodge, Great Barrington, Mass. Egbert Hollister, Great Barrington, Mass. F. T. Whiting, Great Barrington, Mass. Daniel R. Williams, Stockbridge, Mass.

PROPER ADDRESS OF THE COMPANY.

BERKSHIRE RAILROAD COMPANY,

STOCKBRIDGE, BERKSHIRE COUNTY, MASS.

L. G. ROBBINS,
JOHN L. DODGE,
E. HOLLISTER,
D. R. WILLIAMS,
Directors.
D. R. WILLIAMS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. STOCKBRIDGE, Oct. 1, 1883. Then personally appeared D. R. Williams, Treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. J. DUNHAM,
Justice of the Peace.

BERKSHIRE, SS. GREAT BARRINGTON, Oct. 16, 1883. Then personally appeared L. G. Robbins, John L. Dodge, E. Hollister and D. R. Williams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. N. DELAND,
Notary Public.

REPORT

OF THE

BOSTON AND ALBANY RAILROAD COMPANY

FOR THE YEAR ENDING SEPT. 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$8,539,875 88
Total expense (including taxes),	6,158,904 07
Net income,	2,380,971 81
Rentals,	75,000 00
Ware River Railroad,	\$52,500 00
Pittsfield & North Adams Railroad,	22,500 00
Interest accrued during year:	662,900 00
On funded debt,	\$662,900 00
Dividends declared (8 per cent.),*	1,407,100 00
Balance for the year (surplus)	235,971 81
Balance at commencement of year,	\$2,632,921 58
Deduct: —	
Loss on South Boston Flats,	70,098 22
Balance at commencement of year as so changed,	2,562,823 36
Balance Sept. 30, 1883 (surplus),	2,798,795 17
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,033,853 33
through passengers (to and from other roads),	1,248,923 75
express and extra baggage,	207,384 67
mails,	141,615 23
Total earnings from passenger department,	3,631,776 98
From local freight,	2,300,900 72
through freight (to and from other roads),	2,171,279 54
Total earnings from freight department,	4,472,180 26
TOTAL TRANSPORTATION EARNINGS,	8,103,957 24
Income from all other sources, viz.,	435,918 64
Rent of buildings,	\$160,542 03
Elevators, wharves and warehouses,	154,148 92
Gravel,	99,897 02
Interest,	16,330 67
Old debt collected,	5,000 00
TOTAL INCOME FROM ALL SOURCES,	\$8,539,875 88
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$113,176 55
Legal expenses,	12,685 11
Insurance,	12,840 76
Stationery and printing,	33,560 05
Outside agencies and advertising,	6,268 34
Contingencies and miscellaneous,	20,341 20

* On all stock except that exchanged with the State for 5 per cent. bonds, under Act of 1882.

Repairs of bridges (including culverts and cattle-guards),	\$86,151 23
Repairs of buildings,	177,678 27
Repairs of fences, road-crossings and signs,	27,101 82
Renewal of rails,	258,495 07
[Number tons steel laid, 6,438.]	
[Number tons iron laid, 17.]	
Renewal of ties,	137,347 79
[Number laid, 323,820.]	
Repairs of road-bed and track,	872,076 60
Repairs of locomotives,	434,725 75
Fuel for locomotives,	795,383 49
[Tons of coal, 145,709; cords of wood, 2,348.]	
Water supply,	27,630 93
Oil and waste,	61,328 08
Locomotive service,	414,642 54
Repairs of passenger-cars,	220,510 18
Passenger-train service,	161,174 06
Passenger-train supplies,	3,665 05
Repairs of freight-cars,	447,991 25
Freight-train service,	345,879 10
Freight-train supplies,	2,220 21
Mileage freight-cars,	74,261 20
Telegraph expenses,	17,402 20
Loss and damage, freight and baggage,	10,342 89
Loss and damage, property and cattle,	7,116 73
Personal injuries,	17,259 61
Agents and station service,	769,426 65
Station supplies,	100,035 49
TOTAL OPERATING EXPENSES,	\$5,668,718 20
Taxes,	490,185 87
TOTAL OPERATING EXPENSES AND TAXES,	\$6,158,904 07
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Purchase of other roads:—	
Newton Highlands Branch,	\$411,400 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	411,400 00
Property sold (or reduced in valuation on the books) and credited property accounts during the year:—	
South Boston Flats,	\$175,098 22
Account Springfield & North-Eastern Railroad,	706 64
Total credits to property accounts,	175,804 86
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$235,595 14
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$24,368,716 50
Cost of equipment,	3,145,400 00
Lands in Worcester and Boston,	119,678 96
Springfield & North-Eastern Railroad,	438,358 28
Newton Highland Branch,	411,400 00
Stock of West Stockbridge Railroad,	13,000 00
Stock of Hudson River bridges,	475,485 00
Stock of Boston & Albany Railroad,	3,858,400 00
TOTAL PERMANENT INVESTMENTS,	\$32,830,438 74

Cash,	\$658,316 34	
Bills receivable,	310,000 00	
Due from agents and companies,	365,163 82	
Materials and supplies,	437,105 85	
Trustees' improvement,	811,134 00	
TOTAL CASH ASSETS,		\$2,581,720 01
TOTAL ASSETS,		\$35,412,158 75
LIABILITIES.		
Capital stock,		\$20,000,000 00
Funded debt,		10,858,000 00
Unfunded debt, viz.:		944,229 58
Interest unpaid,	\$7,235 00	
Dividends unpaid,	382,787 00	
Notes payable,	190,900 00	
Vouchers and accounts,	363,307 58	
Profit & Loss balance,	\$2,798,795 17	
Improvement fund,	761,804 29	3,609,929 17
Ware River Railroad sinking fund,	49,329 71	
TOTAL LIABILITIES,		\$35,412,158 75
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		1,825,081
Freight-train mileage,		3,121,177
TOTAL REVENUE-TRAIN MILEAGE,		4,946,258
Switching-train mileage,		512,939
Other train mileage,		192,105
TOTAL TRAIN MILEAGE,		5,651,302
Number of season-ticket passengers *		1,680,653
Number of local passengers (including season),		6,901,055
Number of through passengers (to and from other roads),		1,178,017
TOTAL NUMBER OF PASSENGERS CARRIED,		8,079,072
Local passenger mileage (local passengers carried one mile),		100,707,260
Through passenger mileage (through passengers carried one mile),		56,548,711
TOTAL PASSENGER MILEAGE,		157,255,971
Number tons of local freight,		1,826,517
Number tons through freight (to and from other roads),		1,584,807
TOTAL NUMBER TONS FREIGHT CARRIED,		3,411,324
Local freight mileage (tons local freight carried one mile),		124,785,631
Through freight mileage (tons through freight carried one mile),		248,749,825
TOTAL FREIGHT MILEAGE,		373,535,456
Average weight of passenger-trains (exclusive of passengers),		156 tons.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		225 tons,
Average number of cars in freight-train,		24
Average number of persons employed,		5,233
DESCRIPTION OF ROAD.		
Main line of road from Boston to Albany,		201.65 miles.
Main line of road in Massachusetts,		162.35 "
Main line of road in New York,		39.30 "
Double track on main line,		201.65 "
Same in Massachusetts,		162.35 "

* Reckoning twelve passengers per week for time of each season ticket.

Branches owned by the company, viz. :—

Grand Junction (double track, 1.79),	9.30 miles.
Newton Highlands Branch (double track, 6.43),	6.89 "
Newton Lower Falls (single track),	1.10 "
Saxonville (single track),	3.70 "
Milford (single track),	12.00 "
Millbury (single track),	3.00 "
Chatham & Hudson (double track, 1.00),	17.33 "
Athol (single track),	45.26 "
Athol (single track) (operated by N. Y. & N. E. R. R.),	2.44 "
Total length of branches owned by company,	101.02 "
Total length of branches owned by company in Massachusetts,	83.69 "
Total length of branches owned by company in New York,	17.33 "
Double track on branches,	9.22 "
Same in Massachusetts,	8.22 "
Total road belonging to this company,	302.67 "
Sidings and other tracks not above enumerated,	212.28 "
Same in Massachusetts,	180.48 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	725.82 "
Same in Massachusetts,	597.09 "
Total length of steel rails in tracks, not including steel-top rails,	502.44 "
[Weights per yard, 60 to 72 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Pittsfield & North Adams Railroad, length,	18.65 miles.
Ware River Railroad, length,	49.20 "
North Brookfield Railroad, length,	4.00 "
Spencer Railroad, length,	2.18 "
Total length of above roads,	74.03 "
Total length of above roads in Massachusetts,	74.03 "
Total miles of road operated by this company,	374.26 "
Total miles of road operated by this company in Massachusetts,	317.63 "
Number of stations in Massachusetts on all roads operated by this company,	102
Number of telegraph-offices in same,	82
Number of stations on all roads owned by this company,	97
Same in Massachusetts,	82

EQUIPMENT.

Number of locomotives,	244
Number of passenger-cars,	203
Number of parlor or sleeping cars,	16
Number of baggage, mail and express cars,	49
Number of freight-cars (basis of 8 wheels),	5,396
Number of other cars,	651

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	6	—	6	—	—	—	6
Employees,	—	—	11	144	11	144	13	147
Others,	—	—	16	48	16	48	18	48

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 3, 1882. — A. W. Pratt and Thomas Highland, men stealing a ride, struck by bridge at Natick. Arm of both injured.

October 4. — John Curran, employee, fell in front of an engine at Boston. Lip and hand injured.

October 5. — Michael O'Connor, struck by train while leaning over track at South Framingham. Face injured.

October 6. — Dennis Murphy, employee, struck by Shawmut Avenue Bridge. Head injured.

October 8. — S. Reed, employee, jumped from engine while in motion at Middlefield. Leg injured.

October 9. — Sam'l L. Hurd, struck by train while crossing track at Natick. Head injured.

October 9. — Michael Corcoran, employee, coupling cars at West Springfield. Finger injured.

October 10. — Chas. Silvey, employee, caught between two cars at East Boston. Leg injured.

October 11. — Thomas Sullivan, employee, fell from train at Hinsdale. Side injured.

October 13. — Mattie and Minnie Wright, aged 7 and 12 years, struck by train at Natick. Mattie was killed and Minnie's arm injured.

October 14. — E. Cushman, employee, fell from train at Worcester. Ankle injured.

October 16. — E. F. Mayo, employee, struck by Tremont St. bridge. Head injured.

October 16. — H. T. King, employee, fell between cars at Boston. Leg broken.

October 16. — Unknown man struck by train while walking on track near Farm Crossing. Killed.

October 17. — Christian Raber fell between car and platform at Adams. Arm injured.

October 18. — Mrs. Mettler struck by train at Worcester, crossing track. Injured.

October 21. — Clarence Mosher, employee, coupling engine to car at Springfield. Hand injured.

October 21. — J. B. Hogan crossing track at North Adams, struck by engine. Shoulder injured.

October 24. — T. A. Ryan, employee, fell from train at Hamilton. Injured.

October 27. — E. Dumphy, employee, walking on top of train at Brookfield. Foot injured.

October 28. — J. Dugan, employee, caught between car and brick wall at Boston. Slightly injured.

October 29. — Thomas Geddies, employee, struck by Harrison-avenue bridge. Head injured.

October 30. — Ward Marandville, employee, fell from train at Boston. Foot injured.

November 4. — Mary Finn, 9 years of age, stealing a ride, fell from train at East Boston. Died from injuries.

November 7. — Thomas Burke, employee, fell from a moving train at Worcester. Head and shoulder injured.

November 7. — H. M. Seager and James Fitzgerald, employees, injured by train separating and coming together at Chester. Seager, leg injured. Fitzgerald, face and shoulder injured.

November 10. — Thomas Geddes, employee, pulling pin between engine and car at Boston. Thumb injured.

November 10. — Henry Bemis, employee, fell between two cars and run over at Spencer. Killed.

November 11. — Maurice Malone, employee, coupling cars at Boston. Back and chest injured.

November 14. — Thomas McGinnis, employee, coupling cars at Boston. Finger injured.

November 14. — William Pierce, employee, caught between pin and draw-bar. Foot injured.

November 15. — Fred Stacy, employee, switching at Springfield. Ankle injured.

November 16. — Henry Varney, employee, caught between cars at West Springfield. Back and stomach injured.

November 17. — S. J. Patterson and Martin Howley, both struck by train at Newton. Killed.

November 17. — Peter Mosher, employee, coupling cars at West Springfield. Injured.

November 18. — Arthur S. Dowles, employee, fell from train on Division 3. Testicles injured.

November 22. — L. W. Porter, employee, attempting to get on a moving engine at Westboro'. Side injured.

November 22. — W. A. Swan, crossing track, struck by engine at South Framingham. Injured.

November 24. — Miss Edwards, struck by glass while riding in train at Boston. Face injured.

December 3. — Michael Farrell, employee, fell between cars at West Warren. Side and shoulder injured.

December 4. — Godfrey Thompson, employee, fell from train at East Boston. Injured.

December 6. — Thomas Rooney, employee, was caught between engine and car of lumber at Worcester. Foot injured.

December 7. — Persons injured at collision Springfield :

John Gaven, cut on chin. Wife, teeth loosened, struck stove.

Mrs. Haskell, wound on forehead, and slight abrasion on nose.

M. H. Cross, bruised on left forehead.

J. B. Thursher, eyelids bruised and nose scratched.

Charles Goodrich, complained injury to chest.

J. B. David, injured.

December 7. — E. Smith, employee, switching cars at Cottage Farm. Wrist injured.

December 7. — H. F. Bokleman, employee, fell from train at Cottage Farm. Knee injured.

December 7. — Christopher Moore, employee, coupling cars at East Boston. Finger injured.

December 9. — Frank Hubbard, employee, fell from moving car at Brookfield. Side and knee injured.

December 13. — John Dorr, employee, fell between cars at Brighton; run over. Killed.

December 20. — Z. W. Pattes, employee, struck by bridge at Worcester. Slight cut on head,

December 21. — Unknown man, walking on track, struck by train near Grafton. Killed.

December 25. — Thomas Eaton, trying to get on train while in motion. Hand and side bruised. Intoxicated.

December 27. — Frank Gile, employee, coupling cars at West Springfield. Hand injured.

January 5, 1883. — Samuel Reynolds, struck by train near West Springfield. Killed.

January 6. — C. E. Brooks, employee, coupling cars at Warren. Hip injured.

January 8. — Arthur Wall, employee, coupling cars at East Boston. Injured.

January 11. — George Webb, employee, struck by bridge at Cottage Farm. Injured slightly.

January 17. — Harvey Macomber, employee, switching cars at North Wilbraham, had arm caught in brake-wheel and fractured at joint.

January 18. — Dr. W. H. Sylvester, attempting to cross track at Natick, was struck by train. Arm slightly injured.

January 19. — John H. Coffee, employee, coupling cars at West Springfield. Hand injured.

January 21. — Michael Maloney, employee, struck by Broadway bridge at Boston. Scalp wound.

January 24. — J. French, employee, struck by train near Worcester. Head and back injured.

January 25. — John Christopher, employee, coupling cars at East Boston. Arm injured.

January 25. — John Fitzgerald, employee, fell from engine near Charlton. Head, shoulder and back injured.

January 25. — James Noonan, employee, hand caught between cars at Springfield. Thumb amputated.

January 25. — Patrick Dunn, employee, hand injured between wheel and running board at Hinsdale.

January 27. — Patrick Barrett, employee, pulling pin at Hinsdale, hip injury.

January 28. — Mary McAllister, body found beside track, probably struck by train at West Springfield.

January 30. — James Fisher, employee, struck by train at Boston. Head and foot injured.

January 31. — Mike Farrell, employee, thrown from train at Worcester. Head and body injured.

February 2. — George P. Knapp, trying to get on moving train, fell, at Auburndale. Foot crushed.

February 2. — William Carroll, employee, fell between cars at West Springfield. Killed.

February 3. — J. Lafon, employee, fell under wheels of train at Worcester. Right foot crushed.

February 6. — James McManus, employee, struck by a flying pin at Worcester. Leg slightly bruised.

February 7. — Thomas Callihan, employee. Shoulder and face bruised.

Joseph Mayon, employee. Head, chest and shoulder bruised.

Mr. Harrington, employee. Head and face bruised.

James Sullivan, employee. Head and face bruised.

By derailment of snow-plow at Winchendon.

February 8. — Evans Smith, employee, coupling cars at South Framingham. Fingers injured.

February 8. — N. Kelley, employee, fell from train at West Springfield. Head and limbs injured.

February 10. — S. A. Streeter, employee, fell from train at South Framingham. Head and shoulder injured.

February 10. — William H. Morgan, struck by engine at Worcester. Killed.

February 12. — J. Moran, employee, switching cars at Westboro'. Left foot injured.

February 13. — Benjamin Brouk, struck by engine at Hudson. Slightly injured.

February 14. — Victor Dona, employee, coupling cars at Millbury Junction, slightly injured.

February 19. — John Christopher, employee, coupling cars at East Boston. Finger injured.

February 20. — Thomas Geddes, employee, coupling cars at Boston. Two fingers injured.

February 24. — C. Devine, employee, injured coupling cars at Allston.

February 24. — A. W. Chandler, employee, fell from train at Hinsdale. Head, knee and hand injured.

February 24. — J. McManus, employee, fell from train at Cottage Farm. Side injured.

February 24. — F. Arnold, employee, struck by engine at Boston. Head slightly injured.

February 27. — Frank Harmon, employee, fell from train at Springfield. Injured.

March 1. — James F. Burns, attempting to get on a moving train at Brookline. Foot crushed.

March 2. — George B. Smith, employee, caught between cars at Pittsfield. Died from injury.

March 6. — James Sullivan, employee, struck by train at Allston shops. Died from injury.

March 7. — C. O. McIntire, employee, coupling cars at Worcester. Finger cut off and thumb injured.

March 7. — A. Call, employee, fell from train at Washington. Side injured.

March 10. — Daniel Fitzgerald, employee, jumped from car while in motion, at Hinsdale. Knee injured.

March 10. — John Donovan, employee, fell from top of train at Washington. Shoulder injured.

March 10. — Michael Coughlin, employee, attempting to pull a pin at Springfield. Hand injured.

March 12. — John Woods, stealing a ride, fell under train, at Dalton. Died from injury.

March 12. — Maurice Connell, employee, caught between cars at Springfield. Knee injured.

March 16. — Richard Carroll, employee, attempting to get on train, fell at Cypress Street. Died from injury.

March 17. — B. A. Sanderson, employee, caught between cars at Springfield. Knee injured.

March 20. — Charles Coburn, employee, struck by train at Springfield. Head, shoulder and foot injured.

March 21. — M. Stewart, employee, coupling engine to train at Newton Centre. Hand injured.

March 27. — M. Donohoe, employee, coupling engine to train at Springfield. Chest and arm injured.

March 28. — James Kirby, employee, fell from train near Pittsfield. Hip and leg injured.

March 31. — James Slater, attempting to get on a moving train fell, at Westboro'. Arm broken.

April 2. — Daniel Leary, employee, fell from engine which was in motion, at East Boston. Right foot and ankle badly injured.

April 3. — S. Lyons, employee, struck by Shawmut Avenue bridge. Neck and nose injured.

April 3. — Fred Rowe, employee, fell from train and was run over, at West Brookfield. Killed.

April 5. — C. Stickler, employee, fell from train at Hinsdale. Wrist and leg injured.

April 6. — Nelson Vandenburg, employee, struck by lever on passenger train at Canaan. Injured.

April 6. — Owen McGrath, employee, fell from a dump car at Springfield. Arm and leg injured.

April 6. — Henry Lowell, employee, fell from train and run over near Shaker Station. Foot amputated.

April 7. — Dr. Charlevoix, struck by train while walking on track at Natick. Cut on head and leg broken.

April 10. — Henry Adams, arm out of open window, struck near West Chester Park bridge. Elbow badly bruised.

April 11. — Michael Ryan, employee, attempting to get on moving train was struck by switch at West Springfield. Hip and side injured.

April 12. — Lemuel Persip, supposed to have been struck by some passing train near Dalton. Killed.

April 18. — Mrs. L. Magnus, arm out of window near Allston. Injured.

April 18. — Percy D. McLeod, boy attempting to get on train while in motion near Columbus Avenue. Foot injured.

April 20. — E. McFarland, employee, caught by crank of hand-car. Head and leg injured.

April 21. — Herman Winship, attempting to get on moving train at Brighton. Knee injured.

April 22. — John Anderson, struck by engine at Middlefield, walking on track. Killed.

April 23. — John Moran, employee, while crossing track was struck by engine at Springfield. Injured.

April 24. — H. W. Griddle, employee, fell from train at Russell. Injured.

April 27. — William Blanrett, walking on track at Worcester, struck by engine. Injured.

April 28. — Edgar Daniels, stealing a ride fell under train at West Springfield. Arm crushed and body injured.

May 1.—R. M. Powers, employee, coupling engine to train at Cottage Farm. Chest injured.

May 2.—John Burns, struck by train while standing on track at Brookline. Arm and leg broken.

May 3.—J. A. Toner, Jr., struck by train near Faneuil, walking on track. Killed. Intoxicated.

May 4.—F. J. Barry, employee, switching cars at South Framingham. Stone fell on him. Foot crushed.

May 9.—Peter Nee, employee, run over by dump car at Riverside. Foot injured.

May 15.—Stephen Doherty, stealing ride on top of drawing-room car, struck by bridge between South Framingham and West Newton. Badly injured. Intoxicated.

May 15.—Hugh Falvey was also struck by bridge; stealing a ride. Intoxicated. Slightly injured.

May 15.—William Lowe, employee, fell from moving train at West Brookfield. Injured.

May 15.—W. M. Whitney's daughter, two and one-half years of age, on the track, struck by train near East Brookfield.

May 19.—Miss Grace Durfee, fell from train while leaving it at Auburn-dale. Arm slightly injured.

May 21.—Thomas Brady, employee, slipped from the steps of train at Ware. Injured.

May 25.—Thomas Johnson, fell from top of a freight train at East Boston. Both legs run over.

May 27.—John McGee and J. J. Hines, two men, struck by train while walking on track at South Framingham. Hines cut in head. McGee killed.

May 30.—Rebecca Carrol, struck by train near Brookline. Killed.

June 1.—Charles Hall, employee, coupling engine to car at Holliston. Thumb injured.

June 1.—Linus Prince, struck by engine at Charlton. Severe bruise in left thigh.

June 1.—Henry Knowlton, employee, struck by engine at West Springfield. Ankles crushed.

June 2.—Peter Mack, getting off train while in motion at Hinsdale. Muscles of right wrist ruptured. Intoxicated.

June 3.—Samuel Martin, asleep on end of platform, struck by train at Lake crossing. Knee injured.

June 5.—James Flakes, employee, fell off train at Boston. Leg broken.

June 5.—E. C. Soule, hand struck by being out of window at Providence crossing. Hand injured.

June 8.—Peter Galligher, fell from train in Hinsdale yard. Head injured.

June 9.—C. P. Winslow, struck by having arm outside of open window. Elbow injured.

June 12.—E. Ferry, found on track, supposed to have been struck by train at North Wilbraham. Killed. Intoxicated.

June 12.—James Calnan, employee, while coupling engine to caboose at Pittsfield, finger crushed.

June 13.—J. T. Wilbur, employee, switching cars at Westfield. Arm run over and crushed.

June 14. — G. Thompson, employee, coupling cars at Back Bay. Finger broken.

June 15. — Dugal Anderson, walking on track, struck by train at Springfield. Injured.

June 16. — J. Gile, employee, coupling cars at Hinsdale, foot caught by brake-shoe. Ankle injured.

June 18. — L. E. Maderson, boy (ten years), crossing track at Brookfield, struck by train. Injured.

June 20. — Francis Barnard, crossing track at Chapel, struck by train. Hip injured.

June 22. — Joanna Healey, jumped from a moving train, near Riverside. Slight cut in head.

June 23. — Moses Averill, attempting to cross ahead of train at Ashland. Killed.

June 23. — Stewart Lyons, employee, pulling pin, foot caught at Back Bay. Leg mangled.

June 23. — Martin Rattigan, was found dead on the track, near Palmer. Was seen in the afternoon intoxicated.

July 2. — H. Bokleman, employee, coupling cars at Worcester. Finger bruised.

July 3. — William Barrett, employee, on track, was struck by train at Milk shed, Boston. Head injured.

July 3. — E. E. Bryant, employee, coupling cars at Warren. Finger crushed.

July 3. — Samuel Frazier, employee, switching cars at Springfield. Foot injured.

July 5. — William Laparle, employee, switching at Springfield. Foot and ankle injured.

July 5. — Charles Rock, found on crossing at Natick. Injured. Intoxicated.

July 6. — John Caldon, employee, fell from train at West Springfield. Injured.

July 11. — Patrick Bergan, employee, coupling at Palmer. Thumb injured.

July 11. — B. McGovern, employee, hand bruised coupling cars at Back Bay, Boston.

July 12. — H. Bokleman, employee, struck by bridge at Back Bay. Injured.

July 16. — James McSorley, employee, struck by Broadway bridge, Boston. Head injured.

July 17. — E. J. Brown, employee, fell between cars at Allston. Killed.

July 21. — J. Katon, employee, hand injured by throwing a switch at Boston.

July 26. — P. Linnehan, while leaving train, fell between cars at Newton. Hand bruised. Intoxicated.

July 28. — Frank Bytt, employee, switching at Warren. Hand injured.

July 28. — Patrick Flaherty, Michael Kelley and Geo. M. Goff, employees, were struck by rail, thrown from car near Newton. Kelley, leg cut off. Flaherty, skull fractured. Goff, elbow and chest bruised.

July 30. — W. J. Knox, employee, fell in attempting to get on engine near Newton. Leg broken.

July 30. — John Hope, employee, fell while stepping off train at South Framingham. Foot injured.

August 3. — Patrick Grimes, walking on track near Newton, struck by train. Both legs cut off.

August 4. — Thomas Kenney, attempted to get on a moving train, fell at Holliston. Injured. Intoxicated.

August 6. — Mrs. Connors, walking across the track at Adams, struck by engine. Injured.

August 8. — E. Murphy, employee, coupling cars at South Framingham. Injured in thigh and groin.

August 8. — H. King, employee, coupling cars at Boston. Left arm injured.

August 10. — Cornelius Shea, employee, switching cars at Springfield, caught between cars. Back and chest injured.

August 15. — H. Young, employee, coupling cars, East Boston, pin flew and hit him. Head injured.

August 15. — George Delnorte, employee, coupling cars at Cottage Farm. Finger injured.

August 21. — Henry Cahill, attempting to get on train at Springfield, fell between two cars. Hand injured. Intoxicated.

August 23. — James Pero, employee, fell from train at Hinsdale, run over. Killed.

August 23. — John Coffy, employee, while coupling cars at Hinsdale. Injured in abdomen and side.

August 24. — George Frame, while walking on track, was run over at Russell. Killed.

August 25. — Cornelius Bowen, employee, pulling pin at Back Bay. Finger injured.

August 27. — Arthur De Bois, employee, coupling cars at Back Bay. Hand injured.

August 29. — Frank Lavine, employee, fell from train at South Framingham. Leg and hip injured.

September 4. — Mr. Daley, employee, was struck by train at Hinsdale while crossing the track. Injured.

September 6. — T. S. Bigley, employee, coupling cars at Spencer. Two fingers badly bruised.

September 6. — George Tully, employee, coupling cars at Boston. Four fingers cut off.

September 9. — Dennis Murphy, employee, struck by bridge guard at Boston. Cut on head.

September 11. — Daniel Gallagher, employee, sitting on side of car, struck by switch near West Newton. Foot injured.

September 11. — Frank Daniels, employee, fell from train near Westfield. Killed.

September 12. — R. Hearn, employee, pulling pin at Boston. Hand injured.

September 13. — John Nee, employee, arm out of car window, near Brookline Junction. Right arm broken,

September 13. — Edward Bugbee, stealing a ride, fell from top of train at Springfield. Right leg broken.

September 15. — Michael Nee, struck by train in Boston, crossing track. Several ribs fractured.

September 20. — J. M. Devine, employee, coupling cars at West Springfield. Injured in back and shoulder.

September 23. — E. F. Otis, employee, fell from train at Hinsdale. Injured on shoulder, chest and hands.

September 25. — Cornelius Shea, employee, attempting to get on a moving engine at Springfield. Right foot injured.

September 25. — John Foster, boy (eight years), attempted to cross the track ahead of train, near Adams. Head and shoulder bruised, arm broken, foot crushed.

September 27. — John Sweeney, employee, coupling cars at Brookline. Thumb split open.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	42 tons.
Average weight of locomotives in working order, . . .	32 "
Maximum weight of tenders full of fuel and water, . . .	31 "
Average weight of tenders full of fuel and water, . . .	20 "
Maximum weight of passenger-cars, . . .	33 "
Average weight of passenger-cars, . . .	20 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight-cars, . . .	9 "
Average weight of 8-wheel platform-cars, . . .	7 "
Average weight of 8-wheel coal-cars, . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	39 feet 9 in.
Total length of heaviest engine and tender over all, . . .	55 " 6 "
Number of locomotives equipped with train-brake, . . .	64
[Kind of brake: Westinghouse Automatic and Vacuum.]	
Number of cars equipped with train-brake, . . .	257
[Kind of brake: Westinghouse Automatic and Vacuum.]	
Number of passenger-cars with Miller platform and buffer, . . .	268
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes.	
If so, state at what rates; the number of tons carried; and the amount credited to earnings: —	
One-half fourth class, . . .	\$138,788 05
Number of tons, . . .	199,638

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Beacon St., 3d & 4th track, .	Plate Girder.	Iron.	96 ft. 7 in.	Dec. 16, 1882.
St. James St. road. Newton,	Truss.	"	73 ft. 10 in.	Feb. 20, 1883.
Parsons St., 3d & 4th tracks,	Rolled Beam.	"	27 ft.	Mar. 1883.
Athol,	Plate Girder.	"	30 ft. 6 in.	Apr. 15, 1883.
Athol,	"	"	35 ft.	" 15, 1883.
2d road east of Greenbush, .	Truss.	"	55 ft.	" 21, 1883.
1st east of Westfield, . . .	Rolled Beam.	"	24 ft.	" 28, 1883.
1st road west of Auburndale,	Truss.	"	55 ft. 8 in.	July 31, 1883.
Chestnut Hill road, . . .	"	"	58 ft. 2 in.	Aug. 1883.
1st road east of Auburndale,	"	"	90 ft. 11 in.	Sept. 28, 1883.

Number of trestle bridges of 25 feet length and upwards,* .	5
Aggregate length of same for single track (2,114 feet).	
Aggregate length of same for double track (99 feet).	
Number of spans of stone bridges of 25 feet and upwards,* .	12
Aggregate length of same for double track (552 feet).	
Number of spans of iron bridges of 25 feet and upwards,* .	71

* In Massachusetts, on miles road owned.

Aggregate length of same for single track (118 feet 7 inches).	
Aggregate length of same for double track (5,657 feet 10 in.	
Aggregate length of same for 3d, 4th and 5th tracks (279 feet 7 in.).	
Number of spans of timber bridges of 25 feet and upwards,*.	15
Aggregate length of same for single track (756 feet 4 inches).	
Aggregate length of same for double track (386 feet 8 in.).	
Number of crossings of highways at grade,*	236
Number of crossings of highways over railroad,	59
Number of crossings of highways under railroad,	33
Number of highway bridges 18 feet above track,	20
Number of highway bridges less than 18 feet above track,	34
Number of crossings at which gates or flagmen are maintained,	69
Number of crossings at which electric signals are maintained,*	3
Number of crossings at which there are neither signals nor flagmen,	168
Number of railroad-crossings at grade (specifying each)*:	11
Boston & Providence Railroad.	
Old Colony Railroad.	
Norwich & Worcester Railroad.	
Providence & Worcester Railroad.	
Worcester Viaduct Company,	
New London Northern Railroad.	
New Haven & Northampton Railroad.	
Eastern Railroad.	
Lowell Railroad (Mystic Branch).	
Boston & Maine Railroad.	
Fitchburg Railroad.	
Number of railroad crossings under other railroads (specifying each)*:	1
Lowell Railroad.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.24 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.21 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.87 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.08 "
Average rate of local freight per ton per mile,	1.84 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads, . . . . .	.87 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.20 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	2,570,911
Passengers from Boston (including season),	2,628,121
Season-ticket passengers to and from Boston,	1,356,176
CAPITAL STOCK.	
Capital stock authorized by charter,	\$27,325,000 00
Capital stock authorized by votes of company, 20,000,000 00	
Capital stock issued (number of shares, 200,000); amount paid in,	\$20,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	20,000,000 00
Total number of stockholders,	6,124
Number of stockholders in Massachusetts,	5,391
Amount of stock held in Massachusetts,	\$17,748,800 00

* In Massachusetts, on miles road owned.

DEBT.	
Funded debt, as follows : —	
Bonds, due Feb. 1, 1892, rate of interest 7 per cent., . .	\$5,000,000 00
Interest paid on same during year, . . . \$350,000 00	
Bonds, due July 1, 1895, rate of interest 6 per cent., . .	2,000,000 00
Interest paid on same during year, . . . \$120,000 00	
Bonds, due April 1, 1902, rate of interest 5 per cent., . .	3,858,000 00
Interest paid on same during year, . . . \$192,900 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$10,858,000 00

NAME AND RESIDENCE OF OFFICES.

William Bliss, *President*, Boston, Mass. James A. Rumrill, *Vice-President*, Springfield, Mass. M. E. Barber, *Auditor*, Springfield, Mass. Walter H. Barnes, *General Superintendent*, Boston, Mass. Arthur Mills, *General Freight Agent*, Boston, Mass. Edward Gallup, *Assistant General Superintendent and General Passenger Agent*, Springfield, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass. James A. Rumrill, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William Bliss, Boston, Mass. Henry Colt, Pittsfield, Mass. George O. Crocker, New Bedford, Mass. John Cummings, Boston, Mass. Jarvis N. Dunham, Pittsfield, Mass. Edward L. Davis, Worcester, Mass. Edward B. Gillett, Westfield, Mass. Moses Kimball, Boston, Mass. John C. Phillips, Boston, Mass. James A. Rumrill, Springfield, Mass. Jacob C. Rogers, Peabody, Mass. Charles S. Sargent Brookline, Mass. Mahlon D. Spaulding, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & ALBANY RAILROAD COMPANY,
BOSTON OR SPRINGFIELD, MASS.

WM. BLISS,
MOSES KIMBALL,
MAHLON D. SPAULDING,
HENRY COLT,
J. A. RUMRILL,
GEORGE O. CROCKER,
JOHN CUMMINGS,
JOHN C. PHILLIPS,
EDW. B. GILLETT,
J. N. DUNHAM,
Directors.
C. E. STEVENS,
Treasurer.
W. H. BARNES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 25, 1883. Then personally appeared William Bliss, Moses Kimball, Mahlon D. Spaulding, Henry Colt, J. A. Rumrill, Geo. O. Crocker, John Cummings, John C. Phillips, J. N. Dunham, Edward B. Gillett, C. E. Stevens, W. H. Barnes, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. H. RATCLIFFE,
Justice of the Peace.

REPORT OF THE BOSTON, BARRE AND GARDNER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$175,898 23
Total expense (including taxes),	134,177 34
Net income,	41,720 89
Interest accrued during year:	40,087 06
On funded debt, \$30,258 00	
Paid on other debt 9,829 06	
Balance for the year (surplus),	1,633 83
Balance at commencement of year (deficit),	237,281 08
Add: payment to Monadnock Railroad Company on old claim, 500 00	
Balance at commencement of year as so changed (deficit),	237,781 08
Balance Sept. 30, 1883 (deficit),	236,147 25
ANALYSIS OF EARNINGS.	
From local passengers,	40,090 82
through passengers (to and from other roads),	29,788 30
express and extra baggage,	5,123 69
mails,	2,977 23
<i>Total earnings from passenger department,</i>	77,980 04
From local freight,	27,379 43
through freight (to and from other roads),	68,926 12
other sources, freight department,	831 03
<i>Total earnings from freight department,</i>	97,136 58
TOTAL TRANSPORTATION EARNINGS,	175,116 62
Income from all other sources, viz.:	
Lands and buildings,	781 61
TOTAL INCOME FROM ALL SOURCES,	\$175,898 23
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$9,351 99
Legal expenses,	204 55
Insurance,	504 75
Stationery and printing,	1,146 79
Outside agencies and advertising,	1,504 63
Contingencies and miscellaneous,	15,556 94
Repairs of bridges (including culverts and cattle-guards)	217 15
Repairs of buildings,	980 34
Repairs of fences, road-crossings and signs,	495 99
Renewal of rails,	10,541 85
[Number tons steel laid, 350.]	
Renewal of ties,	3,614 74
[Number laid, 11,045.]	
Repairs of road-bed and track,	16,690 80
Repairs of locomotives,	9,835 48
Fuel for locomotives,	18,404 42
[Tons of coal, 3,505.]	

Water supply,	\$293 44
Oil and waste,	1,023 76
Locomotive service,	9,363 36
Repairs of passenger-cars,	2,581 41
Passenger-train service,	3,423 84
Passenger-train supplies,	330 84
Repairs of freight-cars,	3,442 68
Freight-train service,	3,433 63
Freight-train supplies,	132 09
Mileage freight-cars,	3,551 59
Telegraph expenses,	1,076 68
Loss and damage, freight and baggage,	88 32
Loss and damage, property and cattle,	774 96
Agents and station service,	14,633 36
Station supplies,	307 32
TOTAL OPERATING EXPENSES,	\$133,537 70
Taxes,	639 64
TOTAL OPERATING EXPENSES AND TAXES,	\$134,177 34
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Passenger and freight stations, wood-sheds, and water-stations,	\$1,018 40
	\$1,018 40
TOTAL FOR CONSTRUCTION,	
Balance Sheet September 30, 1883.	
ASSETS.	
Cost of road,	\$1,391,469 32
Telegraph line from Worcester to Winchendon,	1,461 67
TOTAL PERMANENT INVESTMENTS,	\$1,392,930 99
Cash,	\$17,431 81
Bills receivable,	5 19
Due from agents and companies,	33,545 80
Materials and supplies,	5,982 01
Debit balances,	745 69
TOTAL CASH ASSETS,	57,710 50
Profit & Loss balance,	236,147 25
TOTAL ASSETS,	\$1,686,788 74
LIABILITIES.	
Capital stock,	\$875,277 73
Funded debt,	632,600 00
Unfunded debt, viz.:	178,911 01
Interest unpaid,	\$3,595 50
Notes payable,	151,772 56
Vouchers and accounts,	23,542 95
TOTAL LIABILITIES,	\$1,686,788 74
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Due Monadnock Railroad Company for back rent, \$1,000 00	
TOTAL (not included in Balance Sheet),	\$1,000 00

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	71,634
Freight-train mileage,	42,133
TOTAL REVENUE-TRAIN MILEAGE,	113,768
Switching-train mileage,	4,000
Other train mileage,	950
TOTAL TRAIN MILEAGE,	118,718
Number of season-ticket passengers,	16,248
Number of local passengers (including season),	105,993
Number of through passengers (to and from other roads),	46,676
TOTAL NUMBER OF PASSENGERS CARRIED,	152,669
Local passenger mileage (local passengers carried one mile),	1,594,226
Through passenger mileage (through passengers carried one mile),	1,106,153
TOTAL PASSENGER MILEAGE,	2,700,379
Number tons of local freight,	28,651
Number tons through freight (to and from other roads),	131,654
TOTAL NUMBER TONS FREIGHT CARRIED,	160,305
Local freight mileage (tons local freight carried one mile),	377,893
Through freight mileage (tons through freight carried one mile),	3,428,656
TOTAL FREIGHT MILEAGE,	3,806,549
Average weight of passenger-trains (exclusive of passengers),	102 tons.
Average number of cars in passenger-trains,	3
Average weight of freight-trains (exclusive of freight),	163
Average number of cars in freight-train,	18
Average number of persons employed,	126
DESCRIPTION OF ROAD.	
Main line of road from Worcester to Winchendon,	36.53 miles.
Main line of road in Massachusetts,	36.53 "
Total road belonging to this company,	36.53 "
Sidings and other tracks not above enumerated,	9.28 "
Same in Massachusetts,	9.28 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	45.81 "
Same in Massachusetts,	45.81 "
Total length of steel rails in tracks, not including steel-top rails,	6.04 "
[Weights per yard, 56 pounds.]	
Total miles of road operated by this company,	36.53 "
Total miles of road oper'd by this company in Massachusetts,	36.53 "
Number of stations in Massachusetts on all roads operated by this company,	17
Number of telegraph-offices in same,	9
Number of stations on all roads owned by this company,	17
Same in Massachusetts,	17
EQUIPMENT.*	
Number of locomotives,	8
Number of passenger-cars,	7
Number of baggage, mail and express cars,	4
Number of freight-cars (basis of 8 wheels),	75
Number of other cars,	21

* Leased by this company.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	1	-	1	-	1
Others, .	-	-	1	1	1	1	1	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 6. — Frank Paul, while stealing a ride on a freight train between Gardner and Hubbardston, fell between cars and was killed.

May 1. — Patrick Welch, a trespasser, while intoxicated, lay down on the track between Gardner and Winchendon; one leg run over; lived a few hours.

September 15. — Thomas Hynes, a track man, in attempting to jump upon a moving passenger train at Holden, fell under the wheels, both legs cut off; lived a few hours.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	32 tons.
Average weight of locomotives in working order, . . .	26½ "
Maximum weight of tenders full of fuel and water, . . .	20 "
Average weight of tenders full of fuel and water, . . .	16½ "
Maximum weight of passenger-cars, . . .	18½ "
Average weight of passenger-cars, . . .	17 "
Average weight of mail and baggage cars, . . .	17 "
Average weight of 8-wheel box freight-cars, . . .	9 "
Average weight of 8-wheel platform-cars, . . .	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	40 ft. 10 in.
Total length of heaviest engine and tender over all, . . .	50 " 10 "
Number of locomotives equipped with train-brake, . . .	5
[Kind of brake: Vacuum brake.]	
Number of cars equipped with train-brake, . . .	10
[Kind of brake: Vacuum brake.]	
Number of passenger-cars with Miller platform and buffer, . . .	10
Number of spans of iron bridges of 25 feet and upwards, . . .	4
Aggregate length of same for single track (260 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . .	1
Aggregate length of same for single track (41 feet).	
Number of crossings of highways at grade, . . .	56
Number of crossings of highways over railroad, . . .	3
Number of crossings of highways under railroad, . . .	1
Number of highway bridges 18 feet above track, . . .	3
Number of crossings at which gates or flagmen are maintained, . . .	10
Number of crossings at which there are neither signals nor flagmen, . . .	46
Number of railroad-crossings at grade (specifying each), . . .	3
Worcester & Nashua Railroad, at Worcester.	
Vermont & Massachusetts Railroad, at Gardner.	
Cheshire Railroad, at Winchendon.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.47 cents.
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Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.69 cents.
Average rate of fare per mile for season-ticket passengers,	1.26 “
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.59 “
Average rate of local freight per ton per mile,	7.25 “
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.01 “
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.53 “

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,200,000 00
Capital stock authorized by votes of company,	900,000 00
Capital stock issued (number of shares, 8,727); amount paid in,	\$872,700 00
Capital stock paid in on shares not issued (number of shares, 122),	2,577 73
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	\$875,277 73
Total number of stockholders,	204
Number of stockholders in Massachusetts,	198
Amount of stock held in Massachusetts,	\$853,400 00

DEBT.

Funded debt, as follows:—

First mortgage bonds, due April 1, 1893, rate of interest 7 per cent.,	\$90,300 00
Interest paid on same during year,	\$6,321 00
First mortgage bonds, due April 1, 1893, rate of interest 5 per cent.,	298,700 00
Interest paid on same during year,	14,910 00
Second mortgage bonds, due July 1, 1895, rate of interest 3 per cent.,	186,300 00
Interest paid on same during year,	5,589 00
Third mortgage bonds, due July 1, 1895, rate of interest 6 per cent.,	57,300 00
Interest paid on same during year,	3,438 00
TOTAL AMOUNT OF FUNDED DEBT,	\$632,600 00

NAME AND RESIDENCE OF OFFICERS.

H. M. Witter, *President*, Worcester, Mass. Henry M. Witter, *Superintendent*, Worcester, Mass. H. H. Marshall, *General Freight Agent*, Worcester, Mass. W. M. Anthony, *General Passenger Agent*, Worcester, Mass. Wm. E. Starr, *Treasurer and Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Calvin Foster, Worcester, Mass. W. W. Rice, Worcester, Mass. Samuel E. Hildreth, Worcester, Mass. Stephen Salisbury, Jr., Worcester, Mass. Samuel R. Heywood, Worcester, Mass. A. George Bullock, Worcester, Mass. Henry M. Witter, Worcester, Mass. W. H. Morse, Worcester, Mass. Edward W. Vaill, Worcester, Mass. Nelson D. White, Winchendon, Mass. Franklin Eaton, Gardner, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON, BARRE & GARDNER RAILROAD CORPORATION,
WORCESTER, MASS.

H. M. WITTER,
A. G. BULLOCK,
CALVIN FOSTER,
SAM'L R. HEYWOOD,
STEPHEN SALISBURY, JR.
E. W. VAILL,
WM. H. MORSE,

Directors.

WM. E. STARR,

Treasurer.

H. M. WITTER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 15, 1883. Then personally appeared H. M. Witter, A. G. Bullock, Calvin Foster, Samuel R. Heywood, Stephen Salisbury, Jr., E. W. Vaill, Wm. H. Morse and Wm. E. Starr, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

H. H. MARSHALL,

Justice of the Peace.

REPORT

OF THE

BOSTON, CLINTON, FITCHBURG & NEW BEDFORD RAILROAD COMPANY,

FOR THE PERIOD ENDING MARCH 6, 1883.

[This road was consolidated with the Old Colony Railroad March 6, 1883.]

GENERAL EXHIBIT.

Total income (rent for use of road),	\$157,344 99
Total expense,	2,046 95
Net income,	155,298 04
Rentals: Lowell & Framingham Railroad,	15,804 44
Interest accrued,	91,559 28
On funded debt,	\$76,176 74
On other debt,	15,382 54
Dividends declared ($5\frac{1}{4}$ per cent.) on preferred stock,	91,880 25
Balance (deficit),	43,945 93
Balance at commencement of year (deficit),	\$215,416 64
Being deficit to Feb. 1, 1879,	\$302,395 34
Less surplus from Feb. 1, 1879,	
to Sept. 30, 1882,	86,978 70
Add sundry accounts charged off,	26,526 17
Charged off for reduction in value of securities held,	13,075 04
Balance at commencement of year as so changed,	255,017 85
Balance March 6, 1883 (deficit),	298,963 78

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks, office expenses and miscellaneous,	2,046 95
TOTAL EXPENSES,	\$2,046 95

Balance Sheet March 6, 1883.

ASSETS.

Cost of road,	\$5,375,821 66
Cost of equipment,	974,440 00
Bonds of New Bedford & Taunton Railroad Co.,	170,500 00
Bonds of Mansfield & Framingham R. R. Co.,	216,500 00
Bonds of Boston, Clinton & Fitchburg R. R. Co.,	366,500 00
Bonds of New Bedford Railroad Company,	528,000 00
Bonds of Fitchburg & Worcester Railroad Co.,	247,200 00
Bonds of Agricultural Branch Railroad Co.,	7,000 00
Stock of Oak Bluffs Land & Wharf Company,	100 00
TOTAL PERMANENT INVESTMENTS,	\$7,886,061 66

Cash,	\$311 41	
Bills receivable,	14,000 00	
Debit balances,	134,721 38	
TOTAL CASH ASSETS.		\$149,032 79
Profit & Loss balance,		298,963 78
TOTAL ASSETS,		\$8,334,058 23
LIABILITIES.		
Capital stock (common),		\$1,324,900 00
Capital stock (preferred),		1,750,100 00
Old stock (unconverted),		16,310 00
Funded debt,		5,081,100 00
Unfunded debt, viz.:		161,648 23
Interest unpaid,	\$32,001 00	
Dividends unpaid,	882 00	
Notes payable,	126,000 00	
Vouchers and accounts,	2,765 23	
TOTAL LIABILITIES,		\$8,334,058 23

N. THAYER,
WM. J. ROTCH,
Directors.
ALFRED STEBBINS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1883. Then personally appeared Nathaniel Thayer Wm. J. Rotch and Alfred Stebbins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT

OF THE

BOSTON & LOWELL RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.

Total income,		\$2,181,925 86
Total expense (including taxes),		1,512,133 57
Net income,		669,792 29
Rentals:		181,778 82
Middlesex Central Railroad,	\$8,750 00	
Eastern Railroad,	4,800 00	
Boston & Maine Railroad,	3,000 00	
Nashua & Lowell Railroad,	65,000 00	
Stony Brook Railroad,	18,300 00	
Wilton Railroad,	14,130 00	
Peterboro' Railroad,	35,699 64	
Other rents,	32,099 18	
Interest accrued during the year,		239,834 90
On funded debt,	\$211,266 50	
On other debt,	28,568 40	
Dividends declared (5 per cent),		208,560 00
Balance for the year (surplus),		39,618 57
Balance at commencement of year, \$614,624 54		
Deduct: —		
Dividend 2½ per cent. paid Jan. 1, 1883,	\$94,800 00	
Loss on investment in bonds of Manchester & Keene Railroad,	56,868 65	
Construction on the Manchester & Keene Railroad jointly with Concord Railroad,	34,695 21	
Trustees of sinking fund for the redemption of Ogdensburg & Lake Champlain Railroad, and Northern Transportation Co. bonds charged off,	7,334 31	
	\$193,698 17	
Balance at commencement of year as so changed,		420,926 37
Balance Sept. 30, 1883 (surplus),		460,544 94

ANALYSIS OF EARNINGS.

From local passengers,	\$751,284 34
through passengers (to and from other roads),	171,365 69
express and extra baggage,	48,347 19
mails,	14,496 73
Total earnings from passenger department,	985,493 95
From local freight,	641,480 99
through freight (to and from other roads),	475,912 54
Total earnings from freight department,	1,117,393 53
TOTAL TRANSPORTATION EARNINGS,	2,102,887 48

Income from all other sources, viz.,	\$79,038 38
Miscellaneous receipts, \$77,582 70	
Accumulation of sinking funds, 1,455 68	
TOTAL INCOME FROM ALL SOURCES,	\$2,181,925 86
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$41,670 56
Legal expenses,	8,027 46
Insurance,	7,578 68
Stationery and printing,	12,331 24
Outside agencies and advertising,	5,235 04
Contingencies and miscellaneous,	7,196 29
Repairs of bridges (including culverts and cattle-guards),	36,423 82
Repairs of buildings,	58,520 54
Repairs of fences, road-crossings and signs,	10,901 49
Renewal of rails,	27,954 47
[Number tons steel laid, 1,072 ¹⁰⁸³ ₂₂₄₆ .]	
Renewal of ties,	29,898 23
[Number laid, 71,685.]	
Repairs of road-bed and track,	139,791 45
Repairs of locomotives,	90,183 40
Fuel for locomotives,	198,068 77
[Tons of coal, 38,378; cords of wood, 397.]	
Water supply,	10,986 03
Oil and waste,	20,340 02
Locomotive service,	115,553 16
Repairs of passenger-cars,	61,389 38
Passenger-train service,	58,340 14
Passenger-train supplies,	6,212 29
Mileage passenger-cars,	1,482 28
Repairs of freight-cars,	101,328 13
Freight-train service,	67,035 20
Freight-train supplies,	5,062 40
Mileage freight-cars,	7,613 13
Telegraph expenses,	13,217 68
Loss and damage, freight and baggage,	3,532 14
Loss and damage, property and cattle,	1,720 80
Personal injuries,	11,234 95
Agents and station service,	246,521 33
Station supplies,	25,889 99
TOTAL OPERATING EXPENSES,	\$1,431,240 49
Taxes,	80,893 08
TOTAL OPERATING EXPENSES AND TAXES,	\$1,512,133 57
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
For purchase of Middlesex Central Railroad, viz.:	
Grading and masonry,	\$97,788 80
Bridging,	13,416 80
Superstructure, including rails,	59,604 12
Land, land damages, and fences,	51,497 29
Passenger and freight stations, wood-sheds and water-stations,	27,692 99
TOTAL,	\$250,000 00
Other land and land damages,	111,520 89
Other passenger and freight stations, etc.,	90 89
Tide water displaced, East Cambridge,	15,024 25

Purchase of other roads:		
Middlesex Railroad extension,	\$71,837 51	
Lowell & Lawrence Railroad extension,	276,392 65	
		\$348,230 16
[Formerly included as permanent investments, now included in assets.]		
Furniture, machinery and tools leased from the Nashua & Lowell Railroad,		20,901 06
TOTAL CHARGES TO PROPERTY ACCOUNTS,		\$745,767 25
Property sold (or reduced in valuation on the books) and credited property accounts during the year:—		
Land taken and sold,	\$6,400 00	
Buildings sold,	1,800 00	
Total credits to property accounts,		8,200 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,		\$737,567 25

Balance Sheet Sept. 30, 1883.

ASSETS.		
Cost of road,	\$6,570,322 14	
Cost of equipment,	622,148 81	
Leased equipment, Nashua & Lowell Railroad,	228,226 06	
Wharves and wharf property,	817,979 09	
TOTAL PERMANENT INVESTMENTS,		\$8,238,676 10
Cash,	\$180,958 71	
Bills receivable,	19,860 00	
Due from agents and companies,	227,079 33	
Materials and supplies,	221,121 86	
Sinking funds,	43,402 62	
Debit balances,	88,726 54	
Investment in Manchester & Keene Railroad,	92,773 13	
TOTAL CASH ASSETS,		873,922 19
TOTAL ASSETS,		\$9,112,598 29
LIABILITIES.		
Capital stock,		\$3,792,000 00
Funded debt,		3,546,400 00
Unfunded debt, viz.,		1,085,427 29
Coupons unpaid,	\$27,512 50	
Coupons due Oct. 1, 1883,	47,789 50	
Dividends unpaid,	114,010 00	
Notes payable,	765,000 00	
Vouchers and accounts,	131,115 29	
Nashua & Lowell Railroad,		228,226 06
Profit & Loss balance,		460,544 94
TOTAL LIABILITIES,		\$9,112,598 29
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		941,192
Freight-train mileage,		314,993
TOTAL REVENUE-TRAIN MILEAGE,		1,256,185
Switching-train mileage,		431,982
Other train mileage,		36,300

TOTAL TRAIN MILEAGE,	1,724,467
Number of season-ticket passengers *	972,185
Number of local passengers (including season),	3,546,013
Number of through passengers (to and from other roads),	276,820
TOTAL NUMBER OF PASSENGERS CARRIED,	3,822,833
Local passenger mileage (local passengers carried one mile),	38,102,690
Through passenger mileage (through passengers carried one mile),	9,514,543
TOTAL PASSENGER MILEAGE,	47,617,233
Number tons of local freight,	642,793
Number tons through freight (to and from other roads),	684,029
TOTAL NUMBER TONS FREIGHT CARRIED,	1,326,822
Local freight mileage (tons local freight carried one mile),	15,091,744
Through freight mileage (tons through freight carried one mile),	22,657,462
TOTAL FREIGHT MILEAGE,	37,749,206
Average weight of passenger-trains (exclusive of passengers),	260,000 lbs.
Average number of cars in passenger-trains,	6
Average weight of freight-trains (exclusive of freight),	684,000 lbs.
Average number of cars in freight-train,	34
Average number of persons employed,	1,615
DESCRIPTION OF ROAD.	
Main line of road from Boston to Lowell,	26.75 miles.
Main line of road in Massachusetts,	26.75 "
Double track on main line,	26.75 "
Same in Massachusetts,	26.75 "
Branches owned by company, viz. :	
Mystic (single track),	2.25 "
Lexington & Arlington (single track),	9.25 "
Woburn (single track),	2. "
Stoneham (single track),	2.50 "
Lawrence (single track),	3.21 "
Salem & Lowell (single track),	16.80 "
Lowell & Lawrence (single track),	12.42 "
Middlesex Central (single track),	11.08 "
Total length of branches owned by company,	59.51 "
Total length of branches owned by company in Massachusetts,	59.51 "
Total road belonging to this company,	86.26 "
Sidings and other tracks not above enumerated,	46.94 "
Same in Massachusetts,	46.94 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	159.95 "
Same in Massachusetts,	159.95 "
Total length of steel rails in tracks, not including steel-top rails,	75.47 "
[Weights per yard, 60 pounds.]	
Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.	
Nashua & Lowell Railroad,	14.50 miles.
Stony Brook Railroad,	13.16 "
Wilton Railroad,	15.50 "
Peterboro' Railroad,	10.50 "
Manchester & Keene Railroad (owned jointly with Concord Railroad),	29.59 "
Total length of above roads,	83.25 "
Total length of above roads in Massachusetts,	22.41 "
Total length of above roads in other States (specifying each) :	
In New Hampshire,	60.84 "
Total miles of road operated by this company,	169.51 "
Total miles of road operated by this company in Massachusetts,	108.67 "

* Reckoning twelve passengers per week for time of each season ticket.

Number of stations in Massachusetts on all roads operated by this company,	78
Number of telegraph-offices in same,	41
Number of stations on all roads owned by this company,	61
Same in Massachusetts,	61
EQUIPMENT.	
Number of locomotives (leased, 19; owned, 58),	77
Number of passenger-cars (leased, 16; owned, 80),	96
Number of baggage, mail and express cars (leased, 8; owned, 33),	41
Number of freight-cars (basis of 8 wheels) (leased, 238; owned, 1,149),	1,437
Number of other cars (leased, 4; owned, 6),	10

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	1	1	1	1	1
Employees,	-	-	7	6	7	6	7	6
Others,	-	-	9	2	9	2	9	2

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 2, 1882. — John Wheelock, walking on the track at Lowell, was struck by a locomotive and severely injured.

October 14. — An employee named Frank Marr, in attempting to get upon a moving freight train at Charlestown, was run over and one foot crushed.

October 22. — An unknown man, while asleep on the track at Winter Hill, was run over and instantly killed.

October 26. — An employee named Frank Kinney, while shifting freight at Lawrence, was run over and killed.

November 11. — William Gillespie, in attempting to cross the track in front of a moving train, was run over and instantly killed.

November 17. — Albert Clark, freight conductor, was killed, and Haynes, brakeman, burned by vitriol, while shifting cars at North Billerica.

December 10. — Avery T. Hadley, attempting to cross the track at East Cambridge, was struck by a train and fatally injured.

December 26. — Mrs. Ann Sullivan jumped from a moving train at Winchester and was fatally injured.

January 19, 1883. — An employee named Hudson Carroll, shifting freight at Lowell, was badly injured.

January 20. — An employee, named Albert Jordan, fell from a freight train in motion at Peabody, and was instantly killed.

January 27. — An employee named James Leahey was run over at East Cambridge and severely injured.

March 16. — An employee named Geo. Kalby fell from a freight train in motion at East Cambridge and was instantly killed.

May 5. — An employee named James H. Reed fell from a train at Wilmington Junction and was instantly killed.

May 10. — An employee named John Welsh was run over at Mystic Wharf and had his leg crushed.

May 19. — Cornelius Sullivan, a boy, while playing on the track at Mystic Wharf was run over and had his arm crushed.

June 13. — Thomas Sullivan was run over and fatally injured while unloading cars at Lowell.

July 9. — An old man named Martin attempting to cross the track at Peabody was run over and killed.

July 20. — Lyman Griffin jumped from a moving train at East Cambridge, dislocating his shoulder.

August 1. — A newsboy named Thomas Neville jumped from a train in motion at West Medford and was fatally injured.

August 8. — An employee named A. L. Hildreth was run over and fatally injured.

August 22. — Thomas Garner, attempting to cross the track at Lowell, was run over and instantly killed.

September 5. — An employee named Patrick Rooney fell between cars at Lowell and was instantly killed.

September 11. — An unknown man walking on the track at Winter Hill was struck by a train and instantly killed.

September 14. — An employee named Wm. C. Bradley was struck by a bridge at North Billerica and was considerably injured.

September 21. — A boy named Matthew McDonald while playing about the cars at Salem Wharf, was run over and fatally injured.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	101,000 lbs.
Average weight of locomotives in working order, . . .	56,000 "
Maximum weight of tenders full of fuel and water, . . .	67,000 "
Average weight of tenders full of fuel and water, . . .	41,000 "
Maximum weight of passenger-cars, . . .	39,000 "
Average weight of passenger-cars, . . .	36,000 "
Average weight of mail and baggage-cars, . . .	24,000 "
Average weight of 8-wheel box freight-cars, . . .	16,000 "
Average weight of 4-wheel box freight-cars, . . .	7,000 "
Average weight of 8-wheel platform-cars, . . .	14,000 "
Average weight of 4-wheel platform-cars, . . .	5,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 ft. 10 in.
Total length of heaviest engine and tender over all, . . .	57 " 5 "
Number of locomotives equipped with train-brake, . . .	54
[Kind of brake: Westinghouse and Smith Vacuum.]	
Number of cars equipped with train-brake, . . .	147
[Kind of brake: Westinghouse and Smith Vacuum.]	
Number of passenger-cars with Miller platform and buffer, . . .	147

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Somerville, . . .	Through Lattice.	Iron.	110 feet.	April, 1883.
North Billerica, . . .	Plate Girder.	"	34 "	Sept, 1883.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, .	3
Aggregate length of same for single track (242 feet).	
Aggregate length of same for triple track (1,831 feet).	
Aggregate length of same for quadruple track (1,436 feet).	
Number of spans of stone bridges of 25 feet and upwards, .	9
Aggregate length of same for double track (312 feet).	
Aggregate length of same for quadruple track (35 feet).	
Number of spans of iron bridges of 25 feet and upwards, .	19
Aggregate length of same for double track (1,283 feet).	
Aggregate length of same for triple track (137 feet.)	
Aggregate length of same for quadruple track (85 feet).	
Aggregate length of same for quintuple track (78 feet).	
Number of spans of timber bridges of 25 feet and upwards .	17
Aggregate length of same for single track (457 feet).	
Aggregate length of same for double track (125 feet).	
Number of crossings of highways at grade,	78
Number of crossings of highways over railroad,	49
Number of crossings of highways under railroad,	7
Number of highway bridges 18 feet above track,	5
Number of highway bridges less than 18 feet above track, .	44
Number of crossings at which gates or flagmen are maintained,	35
Number of crossings at which electric signals are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	41
Number of railroad-crossings at grade (specifying each) . .	5
On Mystic Branch:—	
Eastern Railroad.	
Boston & Maine Railroad.	
Boston & Albany Railroad.	
On Salem & Lowell Railroad:—	
Boston & Maine Railroad.	
Danvers Railroad.	
Number of railroad-crossings over other railroads (specifying each):	1
Fitchburg Railroad.	
Number of railroad-crossings under other railroads (specify- ing each):	2
Lowell & Andover Railroad (twice).	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this com- pany,	2.41 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	1.80 “
Average rate of fare per mile for season-ticket passengers, .	.82 “
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, .	1.94 “
Average rate of local freight per ton per mile,	4.50 “
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.10 “
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.98 “

RELATING TO PASSENGERS.

Passengers to Boston (including season),	1,860,191
Passengers from Boston (including season),	1,852,369
Season-ticket passengers to and from Boston,	906,180

CAPITAL STOCK.

Capital stock authorized by charter,	\$4,000,000 00
Capital stock authorized by votes of company,	4,000,000 00

Capital stock issued (number of shares, 7,584) ; amount paid in,	\$3,792,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., .	3,792,000 00
Total number of stockholders,	1,114
Number of stockholders in Massachusetts,	946
Amount of stock held in Massachusetts,	\$3,243,000 00

DEBT.

Funded debt, as follows :—

Bonds due April 1, 1892, rate of interest 7 per cent., . . .	\$999,500 00
Interest paid on same during year,	\$69,965 00
Bonds due March 1, 1895, rate of interest 7 per cent., . . .	500,000 00
Interest paid on same during year,	35,000 00
Bonds due July 1, 1896, rate of interest 6 per cent., . . .	750,000 00
Interest paid on same during year,	45,000 00
Bonds of Lowell & Lawrence Railroad, due Oct. 1, 1897, rate of interest 6 per cent.,	200,000 00
Interest paid on same during year,	12,000 00
Bonds of Salem & Lowell Railroad, due Oct. 1, 1898, rate of interest 6 per cent.,	226,900 00
Interest paid on same during year,	13,614 00
Bonds due July 1, 1899, rate of interest 5 per cent., . . .	620,000 00
Interest paid on same during year,	31,000 00
Bonds due May 1, 1903, rate of interest 4½ per cent., . . .	250,000 00
Interest accrued on same during year,	4,687 50
TOTAL AMOUNT OF FUNDED DEBT,	\$3,546,400 00

NAME AND RESIDENCE OF OFFICERS.

Josiah G. Abbott, *President*, Boston, Mass. Charles S. Mellen, *Superintendent*, Arlington, Mass. John F. Crockett, *Superintendent of Transportation and Machinery*, Cambridge, Mass. Hiram N. Turner, *General Freight Agent*, Winchester, Mass. Benjamin F. Kendrick, *General Passenger Agent*, Nashua, N. H. C. E. A. Bartlett, *Treasurer*, Chelmsford, Mass. C. E. Cram, *Clerk of Corporation*, Winchester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Josiah G. Abbott, Boston, Mass. Frederick E. Clarke, Lawrence, Mass. Thomas Talbot, Billerica, Mass. Channing Clapp, Boston, Mass. William A. Burke, Lowell, Mass. Edwin Morey, Boston, Mass. T. Jefferson Coolidge, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & LOWELL RAILROAD CORPORATION, BOSTON, MASS.

J. G. ABBOTT,
 THOMAS TALBOT,
 WM. A. BURKE,
 EDWIN MOREY,
 FREDERICK E. CLARKE,
 T. JEFFERSON COOLIDGE,
 CHANNING CLAPP,
Directors.
 C. E. A. BARTLETT,
Treasurer.
 C. S. MELLEN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 13, 1883. Then personally appeared J. G. Abbott, Thomas Talbot, Wm. A. Burke, Edwin Morey, Frederick E. Clarke, C. S. Mellen, T. Jefferson Coolidge and Channing Clapp, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 13, 1883. Then personally appeared C. E. A. Bartlett and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

J. G. ABBOTT,

Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD,

FOR THE YEAR ENDING SEPT. 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$2,985,141 10
Total expense (including taxes),	2,070,760 21
Net income,	914,380 89
Rentals:	88,296 87
Dover & Winnipiseogee Railroad,	\$29,000 00
West Amesbury Railroad,	5,700 00
Lowell & Andover Railroad,	52,500 00
Kennebunk & Kennebunkport Railroad,	1,096 87
Interest accrued during the year:	258,680 82
On funded debt,	\$245,000 00
On other debt,	13,680 82
Dividends declared (8 per cent.),	560,000 00
Balance for the year (surplus),	7,403 20
Balance at commencement of year,	\$1,637,502 13
Add: Interest,	19,969 47
	\$1,657,471,60
Deduct: amount reserved from earnings year ending Sept. 30, 1882, for double track east of Haverhill, and other purposes,	28,672 66
Balance at commencement of year as so changed,	1,628,798 94
Balance Sept. 30, 1883 (surplus),	1,636,202 14
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,473,979 02
through passengers (to and from other roads),	205,624 20
express and extra baggage,	76,516 14
mails,	24,952 67
Total earnings from passenger department,	1,781,072 03
local freight,	867,239 07
through freight (to and from other roads),	267,632 59
Total earnings from freight department,	1,134,871 66
TOTAL TRANSPORTATION EARNINGS,	2,915,943 69
Rents for use of road,	20,500 00
Income from all other sources, viz.,	48,697 41
From rent of land, and sundry tenements in sun- dry towns the property of this road,	\$39,886 87
Services as stevedores,	8,810 54
TOTAL INCOME FROM ALL SOURCES,	\$2,985,141 10
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$55,409 96
Legal expenses,	9,151 15

Insurance,	7,215 98
Stationery and printing,	16,260 71
Outside agencies and advertising,	18,701 64
Contingencies and miscellaneous,*	116,071 60
Repairs of bridges (including culverts and cattle-guards),	49,664 41
Repairs of buildings,	128,592 74
Repairs of fences, road-crossings and signs,	15,728 18
Renewal of rails,	77,362 57
[Number tons steel laid, 2,355 $\frac{1170}{2240}$.]	
Renewal of ties,	37,907 64
[Number laid, 102,073.]	
Repairs of road-bed and track,	184,903 69
Repairs of locomotives,	106,743 38
Fuel for locomotives,	252,602 36
[Tons of coal, 50,908; cords of wood, 381.]	
Water supply,	13,990 80
Oil and waste,	14,361 53
Locomotive service,	128,385 82
Repairs of passenger-cars,	83,258 70
Passenger-train service,	75,344 82
Passenger-train supplies,	11,016 67
Repairs of freight-cars,	93,932 69
Freight-train service,	38,155 80
Freight-train supplies,	2,036 32
Mileage freight-cars,	16,850 64
Telegraph expenses,	8,967 10
Loss and damage, freight and baggage,	2,580 57
Loss and damage, property and cattle,	3,302 92
Personal injuries,	12,562 55
Agents and station service,	338,986 81
Station supplies,	35,446 08
TOTAL OPERATING EXPENSES,	\$1,955,495 83
Taxes,	115,264 38
TOTAL OPERATING EXPENSES AND TAXES,	\$2,070,760 21
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Locomotives (number, 2),	\$19,000 00
Passenger, mail, and baggage cars (number, 2),	8,200 00
Freight and other cars (number, 80),	38,750 00
TOTAL FOR EQUIPMENT,	65,950 00

Balance Sheet Sept. 30, 1883.

ASSETS.	
Cost of road,	\$9,512,780 26
Cost of equipment,	1,308,180 00
Stock of Dover & Winnipiseogee Railroad,	263,144 48
Stock and bonds of Newburyport Railroad,	302,001 95
Stock of Danvers Railroad and account,	27,430 00

* Includes charges for:

11 passenger and 3 baggage and mail cars,	\$54,817 38
56 merchandise cars,	22,495 38
Dredging at Portland,	11,376 70
New coal sheds and wharf, Portland,	11,731 30
Station and improvement at Salmon Falls,	4,006 20
Overhead bridge at South New Market,	1,949 77

Total, \$106,370 73

Bonds of Danvers Railroad,	125,000 00	
Str. Mt. Washington and wharves,	69,260 24	
TOTAL PERMANENT INVESTMENTS,		\$11,607,796 93
Cash,	\$269,160 97	
Bills receivable,	143,608 89	
Due from agents and companies,	122,876 25	
Materials and supplies,	281,894 96	
Dover & Winnipiseogee improvement,	28,606 99	
Debit balances,	146,369 12	
Lowell & Andover Railroad betterments,	122,510 14	
Portland & Rochester Railroad,	118,919 75	
Land at Charlestown,	32,696 51	
TOTAL CASH ASSETS,		1,266,643 58
TOTAL ASSETS,		\$12,874,440 51
LIABILITIES.		
Capital stock,		\$6,921,274 52
Funded debt,		3,500,000 00
Unfunded debt, viz.:		816,963 85
Interest unpaid,	\$8,925 00	
Dividends unpaid,	18,456 50	
Notes payable,	500,000 00	
Vouchers and accounts,	289,582 35	
Profit & Loss balance,		1,636,202 14
TOTAL LIABILITIES,		\$12,874,440 51
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		1,176,851
Freight-train mileage,		529,011
TOTAL REVENUE-TRAIN MILEAGE,		1,705,862
Switching-train mileage,		259,527
Other train mileage,		63,346
TOTAL TRAIN MILEAGE,		2,028,735
Number of season-ticket passengers,*		1,379,485
Number of local passengers, (including season)		6,166,380
Number of through passengers (to and from other roads),		322,376
TOTAL NUMBER OF PASSENGERS CARRIED,		6,488,756
Local passenger mileage (local passengers carried one mile),		73,004,098
Through passenger mileage (through passengers carried one mile),		12,212,383
TOTAL PASSENGER MILEAGE,		85,216,481
Number tons of local freight,		687,587
Number of tons through freight (to and from other roads),		259,319
TOTAL NUMBER TONS FREIGHT CARRIED,		946,906
Local freight mileage (tons local freight carried one mile),		26,378,567
Through freight mileage (tons through freight carried one mile),		22,358,210
TOTAL FREIGHT MILEAGE,		48,736,777
Average weight of passenger-trains (exclusive of passengers)		136 tons.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		253 tons.
Average number of cars in freight-train,		25
Average number of persons employed,		2,093
DESCRIPTION OF ROAD.		
Main line of road from Boston to Portland,		115.50 miles.

* Reckoning *twelve passengers* per week for time of each season ticket.

Main line of road in Massachusetts,	36.75 miles.
Main line of road in New Hampshire,	34.75 "
Main line of road in Maine,	44. "
Double track on main line,	62.75 "
Same in Massachusetts,	36.25 "
Branches owned by company, viz.:	
Medford (single track),	2. "
Methuen (1 mile double, 2.75 miles single)	3.75 "
Great Falls (single track)	2.75 "
Total length of branches owned by company,	8.50 "
Total length of branches owned by company in Massachu- setts,	5.75 "
Total length of branches owned by company in New Hamp- shire,	2.75 "
Double track on branches,	1. "
Same in Massachusetts,	1. "
Total road belonging to this company,	124. "
Sidings and other tracks not above enumerated,	82. "
Same in Massachusetts,	44.50 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts,	269.75 "
Total length of steel rails in tracks, not including steel-top rails,	115.98 "
[Weight per yard, 60 pounds.]	
	179.90 "

*Roads and Branches belonging to other Companies, operated by
this Company under Lease or Contract.*

Newburyport Railroad, length,	26.979 miles.
Danvers Railroad, length,	9.259 "
Dover & Winnipiseogee Railroad, length,	29. "
West Amesbury Branch Railroad, length,	4.50 "
Lowell & Andover Railroad, length,	8.73 "
Kennebunk & Kennebunkport Railroad, length,	4.50 "
Total length of above roads,	82.968 "
Total length of above roads in Massachusetts,	47.218 "
Total length of above roads in other States (specifying each)—	
West Amesbury in New Hampshire,	2.25 "
Dover & Winnipiseogee Railroad in New Hampshire,	29. "
Kennebunk & Kennebunkport in Maine,	4.50 "
Total miles of road operated by this company,	204.20 "
Total miles of road operated by this company in Massa- chusetts,	84.70 "
Number of stations in Massachusetts on all roads operated by this company,	49
Number of telegraph offices in same,	21
Number of stations on all roads owned by this company,	53
Same in Massachusetts,	27

EQUIPMENT.

Number of locomotives,	89
Number of passenger-cars,	155
Number of parlor or sleeping cars,	8
Number of baggage, mail, and express cars,	35
Number of freight cars (basis of 8 wheels),	1,560
Number of other cars,	231

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	2	1	2	1	3	1
Employers, .	-	-	3	1	3	1	4	5
Others, .	-	-	4	7	4	7	6	8

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

November 6, 1882. — J. F. Buck, attempting to cross the track at Lowell, was struck by train and thigh fractured.

November 7. — Mrs. F. B. Kimball, a passenger, stepped from a moving train at Andover, had both feet cut off, from which she died.

November 11. — Matthias Crossen, a passenger, jumped from a moving train near South Lawrence and was slightly injured.

December 11. — D. G. Patterson, walking on track in Boston Yard was struck by train of empty cars, thrown down, breaking his jaw and inflicting other injuries.

December 15. — Thomas Haley was struck by train near Malden and slightly injured.

January 10, 1883. — Jeremiah Kimball, passenger, jumped from train at Charlestown, was run over by switching engine and killed.

February 12. — Andrew Gilman, employee, was run over by switching-engine in Boston yard, had leg crushed, from which he died.

March 5. — F. McGowan found lying between the tracks near South Lawrence, with skull crushed.

March 24. — George H. Turner, while driving team across track at Somerville, was struck by train and somewhat injured.

April 3. — A. J. Ward, employee, was thrown from freight train at Haverhill, run over and killed.

April 5. — J. W. Plummer, employee, was killed by a collision of freight train and switching engine at Boston.

June 11. — Patrick Buckley, passenger, jumped from moving train at Melrose, and was somewhat injured.

June 25. — Walter Burt, employee, fell from freight train at Somerville and was seriously injured.

June 28. — M. McCullough was struck by an engine near Edgeworth and killed.

June 29. — Leslie Langell run over by train near Somerville and had portion of each foot taken off.

July 4. — Thomas Holloran, walking on track near Ballardvale, was struck by train and killed.

July 4. — John Riley drove his team against train at Lowell and was somewhat injured.

Aug. 25. — C. W. Tambro, crawled under a train of cars in Boston yard, was run over and killed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	37. tons.
Average weight of locomotives in working order, . . .	28.18 "
Maximum weight of tenders full of fuel and water, . . .	20.75 "
Average weight of tenders full of fuel and water, . . .	15.98 "
Maximum weight of passenger cars, . . .	18. "
Average weight of passenger cars, . . .	15. "
Average weight of mail and baggage cars, . . .	13. "
Average weight of 8-wheel box freight cars, . . .	9. "
Average weight of 4-wheel box freight cars, . . .	4.50 "
Average weight of 8-wheel platform cars, . . .	7. "
Average weight of 4-wheel platform cars, . . .	3.50 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 feet.
Total length of heaviest engine and tender over all, . . .	50 " 6 in.
Number of locomotives equipped with train-brake, . . .	54
[Kind of brake: Smith Vacuum.]	
Number of cars equipped with train-brake, . . .	199
[Kind of brake: Smith Vacuum.]	
Number of passenger-cars with Miller platform and buffer, . . .	199
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:—	
From main line to Merrimac, . . .	4.50 miles.
From Bradford to Georgetown, . . .	6.50 "
From Kennebunk to Kennebunkport, . . .	4.50 "

BRIDGES.

Number of trestle bridges 25 feet and upwards,* . . .	3
Aggregate length of same for double track (3,275 feet).	
Aggregate length of same for triple track (2,029 feet).	
Number of spans of stone bridges of 25 feet and upwards,* . . .	3
Aggregate length of same for double track (98 feet).	
Number of spans of iron bridges of 25 feet and upwards,* . . .	10
Aggregate length of same for double track (762 feet).	
Number of spans of timber bridges of 25 feet and upwards,* . . .	6
Aggregate length of same for double track (559 feet).	
Number of crossings of highways at grade,* . . .	52
Number of crossings of highways over railroad, . . .	17
Number of crossings of highways under railroad, . . .	6
Number of highway bridges 18 feet above track, . . .	1
Number of highway bridges less than 18 feet above track, . . .	16
Number of crossings at which gates or flagmen are maintained, . . .	44
Number of crossings at which electric signals are maintained,* . . .	1
Number of crossings at which there are neither signals nor flagmen,* . . .	8
Number of railroad-crossings at grade (specifying each), . . .	7
Union Freight Railroad, at Boston, Mass.	
Fitchburg Railroad, at Boston, Mass.	
Boston & Lowell Railroad, at Boston, Mass.	
Eastern Railroad, at Boston, Mass.	
Grand Junction Railroad, at Boston, Mass.	
Salem & Lowell Railroad, at Wilmington, Mass.	
Boston & Lowell Railroad, at Lawrence, Mass.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.574 cents.
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* In Massachusetts, on miles road owned.

Average rate of fare per mile <i>received</i> from passengers to and from other roads,	1.684 cents.
Average rate of fare per mile for season-ticket passengers, . . . . .	.812 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	1.971 "
Average rate of local freight per ton per mile,	3.11 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.20 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.24 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	2,292,461
Passengers from Boston (including season),	2,345,231
Season ticket passengers to and from Boston,	1,089,660
CAPITAL STOCK.	
Capital stock authorized by charter, \$7,000,000 00	
Capital stock authorized by votes of company, 7,000,000 00	
Capital stock issued (number of shares, 70,000); amount paid in,	\$6,921,274 52
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	6,921,274 52
Total number of stockholders, 4,233	
Number of stockholders in Massachusetts, 2,651	
Amount of stock held in Massachusetts, \$4,855,400 00	
DEBT.	
Funded debt, as follows:—	
Bonds, due Jan. 1, 1893, rate of interest 7 per cent.,	\$1,500,000 00
Interest paid on same during year, \$103,600 00	
Bonds, due Jan. 1, 1895, rate of interest 7 per cent.,	2,000,000 00
Interest paid on same during year, \$139,562 50	
TOTAL AMOUNT OF FUNDED DEBT,	3,500,000 00

NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Superintendent*, Lawrence, Mass. William Merritt, Jr., *Ass't Superintendent*, Boston, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Haverhill, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton Mass. Nathaniel G. White, Lawrence Mass. Amos Paul, So. New Market, N. H. Nathaniel J. Bradlee, Boston Mass. William S. Stevens, Dover, N. H. James R. Nichols, Haverhill, Mass. John Felt Osgood, Boston Mass. Samuel E. Spring, Portland, Maine. Nathaniel W. Farwell, Lewiston, Maine.

PROPER ADDRESS OF THE COMPANY.
BOSTON & MAINE RAILROAD, BOSTON, MASS.

GEORGE C. LORD,
NATH'L J. BRADLEE,
NATHANIEL G. WHITE,
JOHN FELT OSGOOD,
JAMES R. NICHOLS,
NATHANIEL W. FARWELL,
WM. S. STEVENS,
AMOS PAUL,

Directors.

AMOS BLANCHARD,

Treasurer.

JAS. T. FURBER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss., Nov. 7, 1883. Then personally appeared George C. Lord, Nathaniel J. Bradlee, Nathaniel G. White, John Felt Osgood, James R. Nichols, Nathaniel W. Farwell, William S. Stevens, Amos Paul, Amos Blanchard, and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. P. JUDD,

Justice of the Peace.

We have examined the foregoing report of the Directors of the Boston and Maine Railroad, and approve the same.

GEORGE FOSTER,
Commissioner for Massachusetts.
GREENLEAF CLARKE,
Commissioner for New Hampshire.

REPORT

OF THE

BOSTON & PROVIDENCE RAILROAD CORPORATION,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,669,134 32
Total expense (including taxes),	1,311,822 56
Net income,	357,311 76
Rentals: Attleborough Branch,	11,732 07
Interest accrued during year: Balance of interest account,	15,683 97
Dividends declared (8 per cent.),	320,000 00
Balance for the year (surplus),	9,890 72
Balance at commencement of year,	\$440,066 19
Deduct: Amount expended on third track during the year, and charged to Profit & Loss,	37,500 00
Balance at commencement of year as so changed,	402,566 19
Balance Sept. 30, 1883 (surplus),	412,456 91
ANALYSIS OF EARNINGS.	
From local passengers,	\$794,871 62
through passengers (to and from other roads),	173,975 77
express and extra baggage,	38,168 02
mails,	13,310 64
<i>Total earnings from passenger department,</i>	1,020,326 05
From local freight,	359,407 60
through freight (to and from other roads),	267,228 55
<i>Total earnings from freight department,</i>	626,636 15
TOTAL TRANSPORTATION EARNINGS,	1,646,962 20
Income from all other sources, viz.:	
Lands and buildings,	22,172 12
TOTAL INCOME FROM ALL SOURCES,	\$1,669,134 32
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$32,087 55
Legal expenses,	5,933 80
Insurance,	199 47
Stationery and printing,	10,217 96
Outside agencies and advertising,	10,816 51
Contingencies and miscellaneous,	998 59
Repairs of bridges (including culverts and cattle-guards)	40,905 85
Repairs of buildings,	97,700 24
Repairs of fences, road-crossings and signs,	5,128 31
Renewal of rails,	35,331 46
[Number tons steel laid, 681.]	
Renewal of ties,	33,556 94
[Number laid, 78,901.]	
Repairs of road-bed and track,	132,907 93
Repairs of locomotives,	84,568 44

Fuel for locomotives,	\$120,789 89
[Tons of coal, 24,574.]	
Water supply,	9,651 60
Oil and waste,	15,929 43
Locomotive service,	87,326 69
Repairs of passenger-cars,	126,774 60
Passenger-train service,	59,691 00
Passenger-train supplies,	4,365 56
Repairs of freight-cars,	33,212 30
Freight-train service,	24,875 79
Freight-train supplies,	971 69
Mileage freight-cars,	4,983 46
Telegraph expenses,	1,799 21
Loss and damage, freight and baggage,	910 10
Loss and damage, property and cattle,	2,472 09
Personal injuries,	6,883 00
Agents and station service,	206,882 91
Station supplies,	22,276 26
TOTAL OPERATING EXPENSES,	\$1,220,148 63
Taxes,	91,673 93
TOTAL OPERATING EXPENSES AND TAXES,	\$1,311,822 56
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Purchase of other roads:	
Cost of Stoughton Branch, heretofore returned as property now charged to construction,	\$85,400 00
Other expenditures charged to property account:	
One share preferred stock Providence, Warren & B. R. R.,	115 00
Land in Hyde Park, Jamaica Plain, West Roxbury and Providence,	34,874 58
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$120,389 58
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Cost of Stoughton Branch, reported as property last year, now charged to construction,	\$85,400 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	34,989 58
Balance Sheet September 30, 1883.	
ASSETS.	
Cost of road,	\$4,688,774 38
Cost of equipment,	207,400 00
Lands in Hyde Park, Jamaica Plain, West Roxbury and Providence,	34,874 58
Stock of Providence, Warren & B. R. R. Co.,	152,370 00
Stock of Union Freight Railway	79,014 42
Stock of Dedham Water Company,	5,000 00
TOTAL PERMANENT INVESTMENTS,	\$5,167,433 38
Cash,	\$38,662 56
Bills receivable,	20,325 00
Due from agents and companies,	127,300 81
Materials and supplies,	136,764 90
TOTAL CASH ASSETS,	323,053 27
TOTAL ASSETS,	\$5,490,486 65

LIABILITIES.	
Capital stock,	\$4,000,000 00
Funded debt,	860,000 00
Unfunded debt, viz. :	218,029 74
Interest unpaid, three months, from July 1 to Sept. 30,	\$12,413 33
Dividends unpaid,	3,084 00
Dividend due Nov. 1,	160,000 00
Vouchers and accounts,	42,532 41
Profit & Loss balance,	412,456 91
TOTAL LIABILITIES,	\$5,490,486 65
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	653,091
Freight-train mileage,	243,108
TOTAL REVENUE-TRAIN MILEAGE,	896,199
Switching-train mileage,	60,307
TOTAL TRAIN MILEAGE,	956,506
Number of season-ticket passengers,*	852,913
Number of local passengers (including season),	4,644,322
Number of through passengers (to and from other roads),	278,604
TOTAL NUMBER OF PASSENGERS CARRIED,	4,923,426
Local passenger mileage (local passengers carried one mile),	43,551,061
Through passenger mileage (through passengers carried one mile),	7,848,438
TOTAL PASSENGER MILEAGE,	51,399,499
Number tons of local freight,	402,240
Number tons through freight (to and from other roads),	333,410
TOTAL NUMBER TONS FREIGHT CARRIED,	735,650
Local freight mileage (tons local freight carried one mile),	10,698,318
Through freight mileage (tons through freight carried one mile),	11,434,011
TOTAL FREIGHT MILEAGE,	22,132,329
Average weight of passenger-trains (exclusive of passengers),	350,000 lbs.
Average number of cars in passenger-trains,	6
Average weight of freight-trains (exclusive of freight),	630,000 lbs.
Average number of cars in freight-train,	28
Average number of persons employed,	871
DESCRIPTION OF ROAD.	
Main line of road from Boston to Providence,	44.000 miles.
Main line of road in Massachusetts,	38.142 "
Main line of road in Rhode Island,	5.858 "
Double track on main line,	44.000 "
Same in Massachusetts,	38.142 "
Branches owned by company, viz. :	
West Roxbury (single track),	5.366 "
Dedham (single track),	2.224 "
India Point (single track),	8.048 "
Stoughton (single track),	4.114 "
<i>Total length of branches owned by company,</i>	<i>19.752 "</i>
Total length of branches owned by company in Massachusetts,	15.189 "
Total length of branches owned by company in Rhode Island,	4.563 "
Total road belonging to this company,	63.752 "
Sidings and other tracks not above enumerated,	46.162 "
Same in Massachusetts,	34.871 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	153.914 "

* Reckoning twelve passengers per week for time of each season ticket.

Same in Massachusetts,	126.344 miles.
Total length of steel rails in tracks, not including steel-top rails,	103.000
[Weights per yard, 64 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Attleborough Branch Railroad, length,	4.000 miles.
Total length of above roads,	4.000 "
Total length of above roads in Massachusetts.	4.000 "
Total miles of road operated by this company,	67.752 "
Total miles of road oper'd by this company in Massachusetts,	57.331 "
Number of stations in Massachusetts on all roads operated by this company,	43
Number of telegraph-offices in same,	13
Number of stations on all roads owned by this company,	41
Same in Massachusetts,	37
EQUIPMENT.	
Number of locomotives,	53
Number of passenger-cars,	131
Number of parlor or sleeping-cars,	1
Number of baggage, mail and express cars,	20
Number of freight-cars (basis of 8 wheels),	503
Number of other cars,	321

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	1
Employees, .	1	-	-	-	1	-	2	-
Others, .	-	-	5	5	5	5	5	5

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 26, 1882. — Daniel Spellman, sixty-three years of age, a machinist, living upon Boylston Avenue, West Roxbury, was instantly killed while trying to board a moving train at Boylston Station. He attempted to cross the track in front of engine.

November 7. — Robert Charlton, having boarded the 1.50 P.M. train at Providence, for Boston, leaned out from the car platform to joke with a friend as train was leaving the station, and collided with the corner of the building, was thrown off, and sustained some injuries.

December 21. — A team, driven by George Storrs, was hit at the lumber yard crossing in Attleborough, smashing the wagon and slightly injuring the driver.

January 5, 1883. — Thomas Finnessey, about thirty years of age, was killed by Shore Line Express this evening, near "Green Lodge," while walking on the track. He was recently employed by Readville Cotton Company.

January 10. — An unruly boy, John McGofney, aged sixteen years, got on to a freight train at Canton to steal a ride, fell off and had his left arm crushed.

March 3. — The body of James Drummey, a man of intemperate habits, was found on the track near Hebronville, very badly mangled, probably by one of the trains of the evening previous. Deceased was a weaver at the Hebronville mills.

May 10. — William Keane, a German about twenty-five years of age, was killed by Shore Line Express, about 1.45 P.M., near Pleasant View Station. Evidently a suicide.

June 28. — Frank A. Dodge, about thirty years of age, unmarried, and residing in Dedham, was struck by a train near Forest Hills Station, and had an arm and leg broken, with other injuries. He took no notice of repeated warnings by bell and whistle.

July 12. — Osborn Richards, of Mansfield, was killed while walking on track near Dodgeville, by Shore Line train. Stepped in front of engine, undoubtedly on purpose. About forty-five years of age; left family.

August 11. — James F. Murphy, for many years conductor of the Propeller Freight on this road, was killed at India Point by being thrown from the train and run over, in consequence of the derailment of the car on which he was standing. He was thirty-nine years of age, and left a wife and two children. He was in the highest sense a faithful and valued officer and good citizen. It was the first accident that had ever occurred to the train under his charge.

August 15. — Adelbert Hewett, who had succeeded James F. Murphy, a conductor of the Propeller Freight, fell between the cars of his train near Sharon Station, and was instantly cut to pieces. He was twenty-eight years of age; left a wife and two children.

September 6. — The New Bedford cars attached to the 2 P.M. train from Boston, having been switched off at Mansfield, struck an ice team. Killed the horse and slightly injured the driver, named Ross.

September 18. — Train from Dedham over Readville Branch, struck and demolished an ice wagon at River Street crossing. Killed the horse, and slightly injured the driver, George W. Higgins.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	91,700 lbs.
Average weight of locomotives in working order, . . .	62,200 "
Maximum weight of tenders full of fuel and water, . . .	59,750 "
Average weight of tenders full of fuel and water, . . .	39,900 "
Maximum weight of passenger-cars, . . .	48,000 "
Average weight of passenger-cars, . . .	33,000 "
Average weight of mail and baggage cars, . . .	38,000 "
Average weight of 8-wheel box freight-cars, . . .	18,000 "
Average weight of 4-wheel box freight cars, . . .	8,500 "
Average weight of 8-wheel platform-cars, . . .	16,000 "
Average weight of 4-wheel platform-cars, . . .	7,550 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	46 feet.
Total length of heaviest engine and tender over all, . . .	55 ft. 8 in.
Number of locomotives equipped with train-brake, . . .	44
[Kind of brake: Westinghouse, Air.]	
Number of cars equipped with train-brake, . . .	162
[Kind of brake: Westinghouse, Air.]	
Number of passenger-cars with Miller platform and buffer, . . .	131

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,*	1
Aggregate length of same for single track (137 feet).	
Number of spans of stone bridges of 25 feet and upwards,*	5
Aggregate length of same for single track (312 feet).	
Aggregate length of same for double track (156 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	25
Aggregate length of same for single track (887 feet).	
Aggregate length of same for double track (111 feet).	
Aggregate length of same for triple track (360 feet).	
Aggregate length of same for quadruple track (184 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	7
Aggregate length of same for single track (252 feet).	
Aggregate length of same for double track (126 feet).	
Number of crossings of highways at grade,*	54
Number of crossings of highways over railroad,	31
Number of crossings of highways under railroad,	6
Number of highway bridges 18 feet above track,	12
Number of highway bridges less than 18 feet above track,	20
Number of crossings at which gates or flagmen are maintained,	40
Number of crossings at which electric signals are maintained,*	12
Number of crossings at which there are neither signals nor flagmen,	14
Number of railroad-crossings at grade (specifying each)*: .	1
Boston & Albany.	
Number of railroad crossings under other railroads (specifying each)*: .	2
New York & New England at Readville.	
Providence & Worcester at Attleborough.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	1.985 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.216 "
Average rate of fare per mile for season-ticket passengers,	.986 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	1.884 "
Average rate of local freight per ton per mile,	3.360 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.337 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.831 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	1,803,221
Passengers from Boston (including season),	1,794,594
Season-ticket passengers to and from Boston,	625,051

CAPITAL STOCK.

Capital stock authorized by charter,	\$4,000,000 00
Capital stock authorized by votes of company,	4,000,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	\$4,000,000 00
Total number of stockholders,	1,652
Number of stockholders in Massachusetts,	1,309
Amount of stock held in Massachusetts,	\$3,322,600 00

DEBT.

Funded debt, as follows: —	
Bonds due July 1, 1893, rate of interest 7 per cent.,	\$500,000 00
Notes payable,	360,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$860,000 00

* On miles of road owned in Massachusetts.

NAME AND RESIDENCE OF OFFICES.

Henry A. Whitney, *President*, Boston, Mass. Albert A. Folsom, *Superintendent*, Boston, Mass. William H. Morrell, *General Freight Agent*, Dedham, Mass. James Daily, *General Passenger Agent*, Boston, Mass. Benjamin B. Torrey, *Treasurer*, Boston, Mass. Winslow Warren, *Clerk of Corporation*, Dedham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry A. Whitney, Boston, Mass. Thomas P. I. Goddard, Providence, R. I. J. Huntington Wolcott, Boston, Mass. William R. Robeson, Boston, Mass. Francis M. Weld, Boston, Mass. Joseph W. Balch, Boston, Mass. Royal C. Taft, Providence, R. I.

PROPER ADDRESS OF THE COMPANY.

BOSTON & PROVIDENCE RAILROAD CORPORATION,
BOSTON, MASS.

HENRY A. WHITNEY,
T. P. I. GODDARD,
J. HUNTINGTON WOLCOTT,
FRANCIS M. WELD,
J. W. BALCH,
ROYAL C. TAFT,

Directors.

B. B. TORREY,

Treasurer.

A. A. FOLSOM,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1883. Then personally appeared Henry A. Whitney, Francis M. Weld, J. W. Balch, B. B. Torrey, A. A. Folsom and J. Huntington Wolcott, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES DAILY,
Justice of the Peace.

STATE OF RHODE ISLAND.

COUNTY OF PROVIDENCE, SC. In the city of Providence, on this twenty-seventh day of October, A.D. 1883, the above named Thomas P. I. Goddard and Royal C. Taft, severally, personally appeared and made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

JOHN WILSON SMITH,
Notary Public.

REPORT

OF THE

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$187,492 53
Total expense (including taxes),	135,858 76
Net income,	51,633 77
Interest accrued during year:	25,148 46
On funded debt,	\$21,000 00
On other debt,	4,148 46
Dividends declared (6 per cent.),	29,328 00
Balance for the year (deficit),	2,842 69
Balance at commencement of year, \$44,514 24	
Deduct:—	
Ferry boat,	\$13,047 82
Locomotives,	4,500 00
Tools,	44 84
	\$17,988 66
Balance at commencement of year as so changed,	26,525 58
Balance September 30, 1883 (surplus),	23,682 89
ANALYSIS OF EARNINGS.	
From local passengers,	\$174,129 58
through passengers (to and from other roads),	5,091 90
Total earnings from passenger department,	179,221 48
Income from all other sources, viz.:	8,271 05
Rents,	\$6,154 93
Miscellaneous,	2,116 12
TOTAL INCOME FROM ALL SOURCES,	\$187,492 53
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$6,828 18
Legal expenses,	365 26
Insurance,	1,176 25
Stationery and printing,	1,651 39
Outside agencies and advertising,	1,752 80
Contingencies and miscellaneous,	25,800 32
Repairs of bridges (including culverts and cattle-guards),	312 62
Repairs of buildings,	4,974 51
Repairs of fences, road-crossings and signs,	327 18
Renewal of ties,	700 00
[Number laid, 2,000.]	
Repairs of road-bed and track,	8,975 06
Repairs of locomotives,	6,437 31
Fuel for locomotives,	16,397 06
[Tons of coal, 3,237.]	
Water supply,	1,320 40
Oil and waste,	1,335 95

Locomotive service,	\$7,114 05
Repairs of passengers-cars,	7,999 65
Passenger-train service,	12,246 95
Passenger-train supplies,	1,254 09
Telegraph expenses,	196 89
Personal injuries,	3,489 33
Agents and station service,	14,296 66
Station supplies,	3,141 14
TOTAL OPERATING EXPENSES,	\$128,093 05
Taxes,	7,765 71
TOTAL OPERATING EXPENSES AND TAXES,	\$135,858 76
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$9,351 64
Bridging,	4,944 05
Superstructure, including rails,	6,058 34
Land, land damages, and fences,	3,027 92
Passenger and freight stations, wood-sheds, and water-stations,	289 11
TOTAL FOR CONSTRUCTION,	23,671 06
Locomotives (number, 1),	11,000 00
TOTAL FOR EQUIPMENT,	11,000 00
Other expenditures charged to property account,	1,270 51
Ferry boat "Swampscott," \$550 51	
Real Estate, 720 00	
TOTAL CHARGES TO PROPERTY ACCOUNTS,	35,941 57
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Ferry boat, \$13,897 82	
Locomotives, 10,750 00	
Tools, 440 84	
Real estate, 725 20	
Total credits to property accounts,	25,813 86
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	10,127 71
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road, \$607,029 30	
Cost of equipment, 158,759 52	
Real estate, 46,686 52	
Ferry property, 141,868 70	
TOTAL PERMANENT INVESTMENTS,	\$954,344 04
Cash, \$5,545 20	
Materials and supplies, 13,688 02	
Debit balances, 2,171 70	
TOTAL CASH ASSETS,	21,404 92
TOTAL ASSETS,	\$975,748 96
LIABILITIES.	
Capital stock, \$585,800 00	
Funded debt, 350,000 00	
Unfunded debt, viz.: 16,266 07	
Interest unpaid, \$120 00	

Dividends unpaid,	\$481 00	
Vouchers and accounts,	15,665 07	
Profit & Loss balance,		\$23,682 89
TOTAL LIABILITIES,		\$975,748 96

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	142,243
TOTAL REVENUE-TRAIN MILEAGE,	142,243
Switching-train mileage,	3,104
TOTAL TRAIN MILEAGE,	145,347
Number of season-ticket passengers,	186,654
Number of local passengers (including season),	1,792,636
Number of through passengers (to and from other roads),	55,755
TOTAL NUMBER OF PASSENGERS CARRIED,	1,848,391
Local passenger mileage (local passengers carried one mile),	11,417,939
Through passenger mileage (through passengers carried one mile),	173,314
TOTAL PASSENGER MILEAGE,	11,591,253
Average weight of passenger-trains (exclusive of passengers),	72.25 tons.
Average number of cars in passenger-trains,	3.75
Average number of persons employed,	75

DESCRIPTION OF ROAD.

Main line of road from East Boston to Lynn,	8.8 miles.
Main line of road in Massachusetts,	8.8 "
Double track on main line,	6.7 "
Same in Massachusetts,	6.7 "
Total road belonging to this company,	15.50 "
Sidings and other tracks not above enumerated,	2.25 "
Same in Massachusetts,	2.25 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	17.75 "
Same in Massachusetts,	17.75 "

Total length of steel rails in tracks, not including steel-top rails,	14.60 "
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[Weights per yard, 50 pounds.]

Total miles of road operated by this company,	8.8 "
Total miles of road operated by this company in Massachusetts,	8.8 "
Number of stations in Massachusetts on all roads operated by this company,	13
Number of telegraph-offices in same,	8
Number of stations on all roads owned by this company,	13
Same in Massachusetts,	13

EQUIPMENT.

Number of locomotives,	6
Number of passenger-cars,	28
Number of freight-cars (basis of 8 wheels)	4
Number of other cars,	14

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employers,	-	-	-	-	-	-	-	-
Others,	-	-	3	1	3	1	3	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

December 19, 1882. — Anna Wright, a child, was killed at Pleasant Street, Lynn.

January 20, 1883. — Christine Ferguson, was killed near the Oak Island Station, while walking on the track.

August 5. — Wm. J. Brown, was found beside the track at Harbor View, with skull fractured, supposed to have been struck by a passing train. He died the next day.

July 25. — Samuel E. Sellon, was run over by a train at East Boston Station, and one leg was crushed.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	34 tons.
Average weight of locomotives in working order, . . .	27 "
Maximum weight of passenger-cars,	13 "
Average weight of passenger-cars,	11 "
Average weight of 8-wheel box freight-cars,	5 "
Average weight of 8-wheel platform-cars,	4 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	30 feet.
Total length of heaviest engine and tender over all,	39 "
Number of locomotives equipped with train-brake,	6
[Kind of brake: Eames Vacuum.]	
Number of cars equipped with train-brake,	28
[Kind of brake: Eames Vacuum.]	
Number of passenger-cars with Miller platform and buffer,	28

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,	5
Aggregate length of same for single track (3,064 feet).	
Aggregate length of same for double track (1,631 feet).	
Number of spans of timber bridges of 25 feet and upwards,	1
Number of crossings of highways at grade,	12
Number of crossings of highways over railroad,	3
Number of highway bridges less than 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,*	6
Number of crossings at which there are neither signals nor flagmen,	6
Number of railroad-crossings under other railroads (specifying each):	
E. J. , B. S. P. & P. S. R. R.	1

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.1 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.9 "
Average rate of fare per mile for season-ticket passengers,	1.01 "
Average rate of fare per mile received from all passengers,	1.54 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	814,230
Passengers from Boston (including season),	847,494
Season-ticket passengers to and from Boston,	184,522

* Also four more during summer season.

CAPITAL STOCK.	
Capital stock authorized by charter (Unlimited).	
Capital stock authorized by votes of company, \$650,000 00	
Capital stock issued (number of shares, 5,858) ; amount paid in,	\$585,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., .	585,800 00
Total number of stockholders,	349
Number of stockholders in Massachusetts,	331
Amount of stock held in Massachusetts,	\$537,900 00
DEBT.	
Funded debt, as follows : —	
Mortgage bonds due 1897, rate of interest 6 per cent., .	\$350,000 00
Interest paid on same during year, \$21,000 00	
TOTAL AMOUNT OF FUNDED DEBT,	350,000 00

NAME AND RESIDENCE OF OFFICERS.

Edwin Walden, *President*, Lynn, Mass. Chas. A. Hammond, *Superintendent*, Lynn, Mass. John A. Fenno, *Treasurer and Clerk of Corporation*, Newtonville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Edwin Walden, Lynn, Mass. John B. Alley, Lynn, Mass. Amos F. Breed, Lynn, Mass. D. H. Sweetser, Lynn, Mass. A. B. Martin, Lynn, Mass. Matthew Bolles, Boston, Mass. I. P. T. Edmands, Boston Mass. Edw. Tyler, Boston Mass. L. S. Judd, Fairhaven, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON, REVERE BEACH & LYNN RAILROAD COMPANY,
350 ATLANTIC AVENUE, BOSTON, MASS.

EDWIN WALDEN,
AMOS F. BREED,
EDW. TYLER,
ISAAC P. T. EDMANDS,
MATTHEW BOLLES,
Directors.
JOHN A. FENNO,
Treasurer.
CHAS. A. HAMMOND,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, NOV. 2, 1883. Then personally appeared Edwin Walden, Amos F. Breed, Edw. Tyler, Isaac P. T. Edmands, John A. Fenno, and Chas. A. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. A. COPELAND.
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 2, 1883. Then personally appeared Matthew Bolles, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

M. S. BOLLES,
Justice of the Peace.

REPORT

OF THE

BOSTON & WINTHROP RAILROAD COMPANY,

FOR THE YEAR ENDING SEPT. 30, 1883.

NOTE.—This company has organized, obtained a certificate of incorporation, located its route, but has not yet begun the construction of its road.

Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$425 83
Cash,	\$190 17
Bills receivable,	3,384 00
TOTAL CASH ASSETS,	3,574 17
TOTAL ASSETS,	\$4,000 00
LIABILITIES.	
Capital stock (subscribed \$10,000; paid in 40 per cent.),	\$4,000 00
TOTAL LIABILITIES,	\$4,000 00

NAME AND RESIDENCE OF OFFICERS.

Samuel Ingalls, *President*, Winthrop Mass. C. A. Parks, *Treasurer*, Wakefield, Mass. Charles N. Goodrich, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel Ingalls, Winthrop, Mass. John Lowell, Jr., Newton, Mass. John H. Buttrick, Lowell, Mass. Clarence A. Parks, Wakefield, Mass. Alexander Beal, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

BOSTON & WINTHROP RAILROAD COMPANY,
No. 4 EXCHANGE PLACE, ROOM 5, BOSTON, MASS.

J. H. BUTTRICK,
CLARENCE A. PARKS,
ALEXANDER BEAL,
Directors.
CLARENCE A. PARKS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1883. Then personally appeared John H. Buttrick, Clarence A. Parks, and Alexander Beal, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. J. SPENCELEY,

Justice of the Peace.

REPORT OF THE BOSTON, WINTHROP & POINT SHIRLEY RAILROAD COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.

Total income,	\$11,469 55
Total expense (including taxes),	8,062 84
Net income,	3,406 71
Interest accrued during the year:	3,170 89
On funded debt, \$1,080 00	
On other debt, 2,090 89	
Balance for the year (surplus),	235 82
Balance at commencement of year (deficit)	535 40
Balance Sept. 30, 1883 (deficit),	349 58

ANALYSIS OF EARNINGS.

From through passengers to and from other roads (all passengers are computed as through passengers)	\$11,469 55
TOTAL INCOME FROM ALL SOURCES,	11,469 55

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$589 00
Insurance,	71 82
Stationery and printing,	112 60
Outside agencies and advertising,	11 50
Contingencies and miscellaneous,	825 86
Repairs of bridges (including culverts and cattle-guards),	75 61
Repairs of buildings,	1 54
Repairs of road-bed and track,	1,577 62
Repairs of locomotives,	556 05
Fuel for locomotives,	879 55
[Tons of coal, 150.]	
Water supply,	45 96
Oil and waste,	69 17
Locomotive service,	829 25
Repairs of passenger-cars,	111 32
Passenger-train service,	1,879 89
Passenger-train supplies,	11 36
Agents and station service,	353 00
TOTAL OPERATING EXPENSES,	\$8,001 10
Taxes,	61 74
TOTAL OPERATING EXPENSES AND TAXES,	\$8,062 84

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Bridging,	\$43 27
Superstructure, including rails,	103 00

Passenger and freight stations, wood-sheds and water-stations,	\$27 75
Engine-houses, car-sheds, and turn-tables,	90 24
Machine-shops,	21 08
Engineering, agencies, salaries, and other expenses during construction,	653 50
TOTAL CHARGES TO PROPERTY ACCOUNTS,	938 84

Balance Sheet September 30, 1883.

ASSETS.

Cost of road,	\$58,978 73
Cost of equipment,	2,185 40
TOTAL PERMANENT INVESTMENTS,	\$61,164 13
Cash,	1,026 97
Profit & Loss balance,	349 58
TOTAL ASSETS,	\$62,540 68

LIABILITIES.

Capital stock,	\$19,450 00
Funded debt,	18,000 00
Unfunded debt, viz.:	25,090 68
Notes payable,	\$25,090 68
TOTAL LIABILITIES,	\$62,540 68

Present or Contingent Liabilities not included in the Balance Sheet.

Other liabilities, viz.:—

Claim for land damages unsettled, now being adjusted, estimated,	\$350 00
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MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	17,640
TOTAL REVENUE-TRAIN MILEAGE,	17,640
Switching-train mileage,	200
Other train mileage,	250
TOTAL TRAIN MILEAGE,	18,090
Number of season-ticket passengers,	26,806
Number of through passengers (to and from other roads, all passengers computed as through passengers),	151,102
TOTAL NUMBER OF PASSENGERS CARRIED,	151,102
Through passenger mileage (through passengers carried one mile),	377,775
TOTAL PASSENGER MILEAGE,	377,775
Average weight of passenger-trains (exclusive of passengers)	22 tons.
Average number of cars in passenger-trains,	1½
Average number of persons employed,	12

DESCRIPTION OF ROAD.

Main line of road from Winthrop Junction to Point Shirley,	3.10 miles.
Main line of road in Massachusetts,	3.10 "
Total road belonging to this company,	3.10 "
Sidings and other tracks not above enumerated, . . . . .	.35 "
Same in Massachusetts, . . . . .	.35 "

TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	3.45 miles.
Same in Massachusetts,	3.45 "
Total miles of road operated by this company,	3.10 "
Total miles of road operated by this company in Massachusetts,	3.10 "
Number of stations in Massachusetts on all roads operated by this company,	8
Number of stations on all roads owned by this company,	8
Same in Massachusetts,	8

EQUIPMENT.

Number of locomotives (leased),	1
Number of passenger-cars (leased, 2; owned, 1),	3
Number of other cars, gravel (owned, 5),	5

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	12½ tons.
Average weight of locomotives in working order (only 1),	12½ "
Maximum weight of tenders full of fuel and water,	—*
Maximum weight of passenger cars (about)	7½ "
Average weight of passenger-cars,	6 "
Number of locomotives equipped with train-brake,	1
[Kind of brake: Eames Vacuum.]	
Number of cars equipped with train-brake,	3
[Kind of brake: Eames Vacuum.]	
Number of passenger-cars with Miller platform and buffer,	3
Number of miles of road operated by your company not furnished with telegraph facilities:	
Telephone from Winthrop Junction to Great Head (about)	2½ miles.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,	3
Aggregate length of same for single track (1,455 feet).	
Number of crossings of highways at grade,	3
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	2

RATES OF FARE, ETC.

Average rate of fare per mile received from passengers to and from other roads,	2.34 cents.
[All passengers computed as from and to B., R. B. & L. R. R.]	
Average rate of fare per mile for season-ticket passengers,	1.87 "
Average rate of fare per mile received from all passengers,	2.34 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	75,501
Passengers from Boston (including season),	75,501
Season-ticket passengers to and from Boston,	26,806

CAPITAL STOCK.

Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	32,000 00
Capital stock issued (number of shares, 193); amount paid in,	\$19,300 00
Capital stock paid in on shares not issued (number shares 7),	150 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	
Total number of stockholders,	33
Number of stockholders in Massachusetts,	29
Amount of stock held in Massachusetts,	\$14,550 00

* The tank is in the boiler of the engine.

DEBT.		
Funded debt, as follows :—		
Bonds due May 1, 1892, rate of interest 6 per cent.,	.	\$18,000 00
Interest paid on same during year	. . . \$1,080	
TOTAL AMOUNT OF FUNDED DEBT, . . .	.	18,000 00

NAME AND RESIDENCE OF OFFICERS.

John H. Buttrick, *President*, Lowell, Mass. Francis French, *Vice-President*, Keene, N. H. Clarence A. Parks, *Superintendent*, Wakefield, Mass. Samuel W. Hale, *Treasurer*, Keene, N. H. Clarence A. Parks, *Clerk of Corporation*, Wakefield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John H. Buttrick, Lowell, Mass. Francis French, Keene, N. H. Samuel W. Hale, Keene, N. H. Clarence A. Parks, Wakefield, Mass. Alexander Beal, Boston, Mass.

PROPER ADDRESS OF THE COMPANY,

BOSTON, WINTHROP AND POINT SHIRLEY RAILROAD COMPANY.

No. 4 EXCHANGE PLACE, ROOM 5, BOSTON, MASS.

J. H. BUTTRICK,
S. W. HALE,
C. A. PARKS,
ALEXANDER BEAL,
Directors.
S. W. HALE,
Treasurer.
C. A. PARKS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1883. Then personally appeared John H. Buttrick, Clarence A. Parks, and Alexander Beal, and S. W. Hale, Treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. J. SPENCELEY,
Justice of the Peace.

REPORT OF THE CHESHIRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$634,524 26
Total expense (including taxes),	473,438 48
Net income,	161,085 78
Rentals:	53,859 01
Fitchburg Railroad, \$51,000 00	
Monadnock Railroad, 2,859 01	
Interest accrued during the year,	48,000 00
On funded debt, \$48,000 00	
Dividends declared (3 per cent.),	63,000 00
Balance for the year (deficit),	3,773 23
Balance at commencement of year,	11,844 23
Balance Sept. 30, 1883 (surplus),	8,071 00
ANALYSIS OF EARNINGS.	
From local passengers,	\$41,148 61
through passengers (to and from other roads),	117,309 19
express and extra baggage,	12,251 58
mails,	9,105 29
other sources, passenger department,	7,650 00
<i>Total earnings from passenger department,</i>	187,464 67
From local freight,	26,785 49
through freight (to and from other roads),	402,204 46
<i>Total earnings from freight department,</i>	428,989 95
TOTAL TRANSPORTATION EARNINGS,	616,454 62
Income from all other sources, viz.,	18,069 64
Miscellaneous: house rents, etc., \$10,968 15	
Interest account, 5,870 88	
Profit on exchange of bonds, 1,230 61	
TOTAL INCOME FROM ALL SOURCES,	\$634,524 26
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$14,599 14
Legal expenses,	549 43
Insurance,	2,141 13
Stationery and printing,	2,270 38
Outside agencies and advertising,	3,201 04
Contingencies and miscellaneous,	3,151 40
Repairs of bridges (including culverts and cattle-guards),	722 94
Repairs of buildings,	16,921 08
Repairs of fences, road-crossings and signs,	1,050 22
Renewal of rails,	12,113 42
[Number tons steel laid, 209.]	
Renewal of ties,	13,231 47
[Number laid, 35,080.]	

Repairs of road-bed and track,	\$31,032 47
Repairs of locomotives,	27,367 27
Fuel for locomotives,	102,386 40
[Tons of coal, 9,822; cords of wood, 9,902.]	
Water supply,	1,055 76
Oil and waste,	6,449 01
Locomotive service,	36,045 42
Repairs of passenger-cars,	27,623 61
Passenger-train service,	7,513 29
Passenger-train supplies,	1,753 79
Repairs of freight-cars,	49,272 80
Freight-train service,	28,177 63
Freight-train supplies,	1,915 74
Mileage freight-cars,	20,043 60
Telegraph expenses,	3,551 60
Loss and damage, freight and baggage,	1,206 31
Loss and damage, property and cattle,	203 25
Personal injuries,	83 90
Agents and station service,	30,594 10
Station supplies,	8,328 85
TOTAL OPERATING EXPENSES,	\$454,556 45
Taxes,	18,882 03
TOTAL OPERATING EXPENSES AND TAXES,	\$473,438 48

Balance Sheet Sept. 30, 1883.**ASSETS.**

Cost of road,	\$2,395,268 94	
Cost of equipment,	322,266 32	
TOTAL PERMANENT INVESTMENTS,		\$2,717,535 26
Cash,	\$20,538 08	
Bills receivable,	102,443 31	
Materials and supplies,	146,126 35	
TOTAL CASH ASSETS,		269,107 74
TOTAL ASSETS,		\$2,986,643 00
LIABILITIES.		
Capital stock,		\$2,153,300 00
Funded debt,		800,000 00
Unfunded debt, viz.,		25,272 00
Interest unpaid,	* \$24,705 00	
Dividends unpaid,	567 00	
Profit & Loss balance,		8,071 00
TOTAL LIABILITIES,		\$2,986,643 00

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	125,528
Freight-train mileage,	366,115
TOTAL REVENUE-TRAIN MILEAGE,	491,643
Switching-train mileage,	59,633

* \$24,000 of this is reserved fund for interest due Jan. 1, 1884.

Other train mileage,	16,801
TOTAL TRAIN MILEAGE,	568,077
Number of season-ticket passengers *	1,904
Number of local passengers (including season),	71,223
Number of through passengers (to and from other roads),	94,639
TOTAL NUMBER OF PASSENGERS CARRIED,	165,862
Local passenger mileage (local passengers carried one mile),	1,248,268
Through passenger mileage (through passengers carried one mile),	3,943,943
TOTAL PASSENGER MILEAGE,	5,192,211
Number tons of local freight,	167,649
Number tons through freight (to and from other roads),	387,514
TOTAL NUMBER TONS FREIGHT CARRIED,	555,163
Local freight mileage (tons local freight carried one mile),	994,322
Through freight mileage (tons through freight carried one mile),	29,538,434
TOTAL FREIGHT MILEAGE,	30,532,956
Average weight of passenger-trains (exclusive of passengers),	99 tons.
Average number of cars in passenger-trains,	5½
Average weight of freight-trains (exclusive of freight),	286 tons.
Average number of cars in freight-train,	26
Average number of persons employed,	386

DESCRIPTION OF ROAD.

Main line of road from South Ashburnham to Bellows Falls,	53.62 miles.
Main line of road in Massachusetts,	10.81 "
Main line of road in New Hampshire,	42.81 "
Total road belonging to this company,	53.62 "
Sidings and other tracks not above enumerated,	16.67 "
Same in Massachusetts,	3.17 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	70.29 "
Same in Massachusetts,	13.98 "
Total length of steel rails in tracks, not including steel-top rails,	53.62 "
[Weight per yard, 60 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Monadnock Railroad, lease, length,	15.82 miles.
Fitchburg Railroad, joint use between South Ashburnham and Fitchburg, length,	10.39 "
Total length of above roads,	26.21 "
Total length of above roads in Massachusetts,	12.46 "
Total length of above roads in other States (specifying each):	
Monadnock Railroad in New Hampshire,	13.75 "
Total miles of road operated by this company,	64.01 "
Total miles of road operated by this company in Massachusetts,	21.20 "
Number of stations in Massachusetts on all roads operated by this company,	7
Number of telegraph offices in same,	7
Number of stations on all roads owned by this company,	13
Same in Massachusetts,	3

EQUIPMENT.

Number of locomotives,	31
Number of passenger-cars,	26
Number of baggage, mail, and express cars,	11
Number of freight cars (basis of 8 wheels),	461
Number of other cars,	33

* Reckoning four passengers per week for time of each season ticket.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	1	-	1	-	1	-
Others, .	-	-	-	-	-	-	2	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

January 13, 1883. — C. A. Wilder, brakeman on freight train, killed while switching train in Fitchburg yard.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order,	47½ tons.
Average weight of locomotives in working order,	34 “
Maximum weight of tenders full of fuel and water,	25 “
Average weight of tenders full of fuel and water,	19 “
Maximum weight of passenger-cars,	20 “
Average weight of passenger-cars,	18 “
Average weight of mail and baggage-cars,	13½ “
Average weight of 8-wheel box freight-cars,	9½ “
Average weight of 8-wheel platform-cars,	7½ “
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	46 feet 4 in.
Total length of heaviest engine and tender over all,	55 “
Number of locomotives equipped with train-brake,	7
[Kind of brake: Westinghouse.]	
Number of cars equipped with train-brake,	35
[Kind of brake: Westinghouse.]	
Number of passenger-cars with Miller platform and buffer (26 passenger and 11 baggage and mail),	37
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Winchendon to Peterborough, N. H.,	15.82 miles.
Are charges for the transportation of company's supplies included in the earnings as reported for your road? Yes.	
If so, state at what rates, the number of tons carried, and the amount credited to earnings. One-half cent. per ton per mile = 14,700 tons: \$3,645.00.	
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards,*	5
Number of crossings of highways at grade,*	9
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,*	8
Number of railroad-crossings at grade (specifying each)	1
Ware River Railroad.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets), for local passengers on roads operated by this company,	3.15 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.98 “
Average rate of fare per mile for season-ticket passengers,†	1.93 “

* In Massachusetts, on miles of road owned.

† Reckoning *four passengers* per week for time of each season ticket.

Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . .	3.05 cents.
Average rate of local freight per ton per mile,	5.00 “
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.313 “
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.34 “
CAPITAL STOCK.	
Capital stock authorized by charter, \$2,250,000 00	
Capital stock authorized by votes of company, 2,153,300 00	
Capital stock issued (number of shares, 21,533); amount paid in,	\$2,085,925 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . .	2,153,300 00
Total number of stockholders, 514	
Number of stockholders in Massachusetts, 376	
Amount of stock held in Massachusetts, \$1,582,100 00	
DEBT.	
Funded debt, as follows:	
Bonds due July 1, 1896, rate of interest 6 per cent.,	\$250,000 00
Interest paid on same during year, \$15,000 00	
Bonds due July 1, 1898, rate of interest 6 per cent.,	550,000 00
Interest paid on same during year, 33,000 00	
TOTAL AMOUNT OF FUNDED DEBT,	\$800,000 00

NAME AND RESIDENCE OF OFFICERS.

William A. Russell, *President*, Lawrence, Mass. Edward C. Thayer, *Vice-President*, Keene, N. H. R. Stewart, *General Manager*, Keene, N. H. J. W. Dodge, *General Freight Agent*, Keene, N. H. F. H. Kingsbury, *General Passenger Agent and Treasurer*, Keene, N. H. R. Stewart, *Clerk of Corporation*.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Russell, Lawrence, Mass. Edward C. Thayer, Keene, N. H. Geo. W. Russell, Lawrence, Mass. A. B. Turner, Ashuelot, N. H. R. M. Pulsifer, Boston, Mass. Wm. H. Hill, Jr., Boston, Mass. H. W. Suter, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

CHESHIRE RAILROAD COMPANY, KEENE N. H.

WM. A. RUSSELL,
EDWARD C. THAYER,
G. W. RUSSELL,
A. B. TURNER,
R. M. PULSIFER,
W. H. HILL, JR.,
H. W. SUTER,
Directors.
F. H. KINGSBURY,
Treasurer.
R. STEWART,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1883. Then personally appeared Edward C. Thayer, G. W. Russell, A. B. Turner, R. M. Pulsifer, W. H. Hill, Jr., H. W. Suter and R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FREDERICK DABNEY,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

CHESHIRE, SS. KEENE, Nov. 3, 1883. Then personally appeared F. H. Kingsbury, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

R. STEWART,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1883. Then personally appeared William A. Russell, and made oath to the truth of the foregoing statement by him subscribed, to the best of his knowledge and belief.

J. M. WHEATON,
Justice of the Peace for Essex County.

REPORT

OF THE

CHELSEA BEACH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is operated by the Eastern Railroad Company under contract between that road and the stockholders of the Chelsea Beach Railroad Company, and its operations are included in the Report of the Eastern Railroad Company.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$705 34
Superstructure, including rails,	1,103 72
Passenger and freight stations, wood-sheds and water-stations,	5 02
Engineering, agencies, salaries, and other expenses during construction,	8 38
TOTAL FOR CONSTRUCTION,	1,822 46
TOTAL CHARGES TO PROPERTY ACCOUNTS,	1,822 46
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$38,110 52
TOTAL ASSETS,	\$38,110 52
LIABILITIES.	
Capital stock,	\$21,000 00
Unfunded debt, viz.:	17,110 52
Vouchers and accounts, \$17,110 52	
TOTAL LIABILITIES,	\$38,110 52
DESCRIPTION OF ROAD.	
Main line of road from Oak Island to Saugus River Junction,	1.78 miles..
Main line of road in Massachusetts,	1.78 "
Total road belonging to this company,	1.78 "
Sidings and other tracks not above enumerated, . . . . .	.50 "
Same in Massachusetts, . . . . .	.50 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.28 "
Same in Massachusetts,	2.28 "
Number of stations on all roads owned by this company,	1
Same in Massachusetts,	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	2
Aggregate length of same for single track (3,532 feet).	
Number of spans of timber bridges of 25 feet and upwards,	1

CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$10,000 00	
Capital stock authorized by votes of company, . . .	21,000 00	
Capital stock issued (number of shares, 210) ; amount paid in, . . .		\$21,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .		21,000 00
Total number of stockholders, . . .	3	
Number of stockholders in Massachusetts, . . .	3	
Amount of stock held in Massachusetts, . . .	\$21,000 00	

NAME AND RESIDENCE OF OFFICERS.

George E. B. Jackson, *President*, Portland, Me. N. G. Chapin, *Treasurer*, Brookline, Mass. F. I. Amory, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George E. B. Jackson, Portland, Me. Chas. Houghton, Boston, Mass. John Cummings, Woburn, Mass. Arthur Sewall, Bath, Me. Richard Olney, Boston, Mass. Jacob C. Rogers, Peabody, Mass. Geo. S. Morison, New York, N. Y. Jonas H. French, Gloucester, Mass. Samuel C. Lawrence, Medford, Mass.

PROPER ADDRESS OF THE COMPANY.

CHELSEA BEACH RAILROAD COMPANY,
BOSTON, MASS.

GEO. E. B. JACKSON,
CHS. HOUGHTON,
JOHN CUMMINGS,
JACOB C. ROGERS,
GEO. S. MORISON,
ARTHUR SEWALL,
JONAS H. FRENCH,
SAMUEL C. LAWRENCE,
RICHARD OLNEY,

Directors.

N. G. CHAPIN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 6, 1883. Then personally appeared Geo. E. B. Jackson, Chas. Houghton, John Cummings, J. C. Rogers, Geo. S. Morison, Arthur Sewall, Jonas H. French, S. C. Lawrence, Richard Olney, Directors, and N. G. Chapin, Treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANCIS I. AMORY,
Justice of the Peace.

REPORT OF THE CONNECTICUT RIVER RAILROAD COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.

Total income,		\$911,535 05
Total expense (including taxes),		647,268 81
Net income,		264,266 24
Rentals:		22,216 79
Ashuelot Railroad Company,	\$17,089 46	
Boston & Albany Railroad Company,	3,333 31	
Troy & Greenfield Railroad Company,	564 02	
King & Cooley,	1,230 00	
Interest accrued during year,		16,158 16
On other debt,	\$16,158 16	
Dividends declared (8 per cent.),		189,600 00
Balance for the year (surplus),		36,291 29
Balance at commencement of year,	\$882,591 05	
Add: balance from suspense account,	157 57	
Balance at commencement of year as so changed,		882,748 62
Balance Sept. 30, 1883 (surplus),		919,039 91

ANALYSIS OF EARNINGS.

From local passengers,	\$256,470 64
through passengers (to and from other roads),	110,061 52
express and extra baggage,	15,466 98
mails,	12,589 45
<i>Total earnings from passenger department,</i>	394,788 59
From local freight,	133,733 85
through freight (to and from other roads),	341,516 00
<i>Total earnings from freight department,</i>	475,249 85
TOTAL TRANSPORTATION EARNINGS,	870,038 44
Income from all other sources, viz.:	41,496 61
Rents,	\$9,714 24
Mileage of passenger cars,	8,858 38
Interest,	22,923 99

TOTAL INCOME FROM ALL SOURCES,	\$911,535 05
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ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$28,284 01
Legal expenses,	113 00
Insurance,	3,077 73
Stationery and printing,	7,190 38
Outside agencies and advertising,	2,380 45
Contingencies and miscellaneous,	3,326 82
Repairs of bridges (including culverts and cattle-guards),	1,546 04
Repairs of buildings,	23,099 69
Repairs of fences, road-crossings and signs,	3,453 47
Renewal of rails,	40,068 52
[Number tons of steel laid, 790.]	
Renewal of ties,	19,777 30
[Number laid, 50,280.]	

Repairs of road-bed and track,	\$70,902 61
Repairs of locomotives,	30,208 86
Fuel for locomotives,	92,222 41
[Tons of coal, 13,651; cords of wood, 2,713.]	
Water supply,	3,097 17
Oil and waste,	4,841 22
Locomotive service,	41,845 88
Repairs of passenger-cars,	26,714 48
Passenger-train service,	20,364 98
Passenger-train supplies,	2,913 77
Repairs of freight-cars,	34,895 52
Freight-train service,	27,724 95
Freight-train supplies,	745 05
Mileage freight-cars,	7,681 63
Telegraph expenses,	1,581 38
Loss and damage, freight and baggage,	1,116 69
Loss and damage, property and cattle,	967 29
Personal injuries,	9,959 96
Agents and station service,	70,661 43
Station supplies,	7,800 54
TOTAL OPERATING EXPENSES,	\$588,563 23
Taxes,	58,705 58
TOTAL OPERATING EXPENSES AND TAXES,	\$647,268 81
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	*\$2,331 13
Bridging,	*\$7,679 43
Superstructure, including rails,	*\$4,056 95
Land, land damages, and fences,	91,482 46
Passenger and freight stations, wood-sheds, and water-stations,	*261 25
Engineering, agencies, salaries, and other expenses during construction,	*2,305 63
TOTAL FOR CONSTRUCTION,	248,116 85
Locomotives (number, 4),	38,600 20
Passenger, combination, and baggage cars (number, 6),	24,287 25
[Passenger 4; combination 1; baggage-car 1],	
Freight cars (number, 45),	23,375 00
TOTAL FOR EQUIPMENT,	86,362 45
TOTAL CHARGES TO PROPERTY ACCOUNTS,	334,479 30
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
New equipment \$66,187.35, reduced 10 per cent. \$6,618 74	
Two new locomotives leased under contract of sale to Vermont Valley Railroad Co. of 1871 20,175 10	
Total credits to property accounts,	26,793 84
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	307,685 46

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$2,550,443 77
Cost of equipment,	389,867 50
Lands in South Vernon, Vt.,	1,648 32
in Bernardston, Mass.,	869 00
in Easthampton,	2,800 00
in Northampton,	734 15

* New construction in process.

Stock of Vermont Valley Railroad Company of 1871,		\$99,610 00	
New construction, in process,		156,634 39	
TOTAL PERMANENT INVESTMENTS,			\$3,202,607 13
Cash,		\$162,789 69	
Bills receivable,		73,185 00	
Due from agents and companies,		345,711 08	
Materials and supplies,		125,461 18	
Debit balances,		33,555 83	
TOTAL CASH ASSETS,			740,702 78
TOTAL ASSETS,			\$3,943,309 91
LIABILITIES.			
Capital stock,			\$2,370,000 00
Funded debt, viz.:			654,270 00
Dividends unpaid,		\$2,200 00	
Notes payable,		350,000 00	
Vouchers and accounts,		302,070 00	
Profit & Loss balance,			919,039 91
TOTAL LIABILITIES,			\$3,943,309 91
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>			
Bonds guaranteed by this company or a lien on its road, viz.:			
Interest guaranteed on \$80,000.00 of stock of "the Vermont Valley Railroad Company of 1871."			
MILEAGE, TRAFFIC, ETC.			
Passenger-train mileage,			314,738
Freight train mileage,			154,650
TOTAL REVENUE-TRAIN MILEAGE,			469,388
Switching-train mileage,			94,397
Other train mileage,			26,445
TOTAL TRAIN MILEAGE,			590,230
Number of season-ticket passengers,*			272,894
Number of local passengers (including season),			1,319,749
Number of through passengers (to and from other roads),			164,406
TOTAL NUMBER OF PASSENGERS CARRIED,			1,484,155
Local passenger mileage (local passengers carried one mile),			11,239,905
Through passenger mileage (through passengers carried one mile),			4,244,666
TOTAL PASSENGER MILEAGE,			15,484,571
Number tons of local freight,			162,537
Number tons through freight (to and from other roads),			470,328
TOTAL NUMBER TONS FREIGHT CARRIED,			632,865
Local freight mileage (tons local freight carried one mile),			2,080,557
Through freight mileage (tons through freight carried one mile),			13,508,701
TOTAL FREIGHT MILEAGE,			15,589,258
Average weight of passenger-trains (exclusive of passengers),			135,036 lbs.
Average number of cars in passenger-trains,			3½
Average weight of freight-trains (exclusive of freight),			585,000 lbs.
Average number of cars in freight-train,			30
Average number of persons employed,			603
DESCRIPTION OF ROAD.			
Main line of road from Springfield, Mass., to So. Vernon, Vt.,			50.00 miles.
Main line of road in Massachusetts,			50.00 "

* Reckoning twelve passengers per week for time of each season ticket.

Double track on main line,	16.73 miles.
Same in Massachusetts,	16.73 "
Branches owned by company, viz.:	
Chicopee Falls, Mass. (single track),	2.35 "
Mount Tom & Easthampton, Mass. (single track),	3.50 "
<i>Total length of branches owned by company,</i>	<i>5.85 "</i>
Total length of branches owned by company in Massachusetts,	5.85 "
Total road belonging to this company,	55.85 "
Sidings and other tracks not above enumerated,	35.78 "
Same in Massachusetts,	35.78 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	108.36 "
Same in Massachusetts,	108.36 "
Total length of steel rails in tracks, not including steel-top rails,	70.93 "
[Weights per yard, 56 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Ashuelot Railroad, length,	24.00 miles.
Total length of above road,	24.00
Total length of above road in Massachusetts,	0.7575 +"
Total length of above road in other States (specifying each):	*
Total miles of road operated by this company,	79.85 "
Total miles of road operated by this company in Massachusetts,	55.85 "
Number of stations in Massachusetts on all roads operated by this company,	19
Number of telegraph-offices in same,	13
Number of stations on all roads owned by this company,	19
Same in Massachusetts,	19
EQUIPMENT.	
Number of locomotives† (owned, 41),	41
Number of passenger cars (owned, 32),	32
Number of baggage and combination cars,	18
[Baggage, 3; combination, 15.]	
Number of freight cars (basis of 8 wheels), (owned, 474),	474
Number of other cars (owned, 47),	47

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	2	-	-	1	2	1	2
Employees,	-	-	2	6	2	6	2	6
Others,	-	-	8	-	8	-	8	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 9, 1882. — Mrs. Ellen Moran, a passenger on train No. 25, was slightly injured by the jar caused by the contact of the car in which she was riding, with a car on a side track in the Springfield yard.

October 19. — Louis Benway of Holyoke, while intoxicated, and walking on the track, between North Hatfield and Whately, was struck by the engine of a freight train and instantly killed.

* 0.71 of a mile in Vermont; 23.21424 + miles in New Hampshire.

† Including 10 leased under contract of sale to Vermont Valley R. R. Co. of 1871.

October 30. — David Carson, of Deerfield, was struck by engine No. 33, near Deerfield station, while he was walking on the track, and instantly killed.

November 13. — Nellie Kennefick of Springfield, a passenger on train No. 1, was slightly injured, at Chicopee Junction, in the switching of a car from the main track to the branch track.

December 21. — Warren Ball, of Montague, drove on to the Russell Street crossing, at Greenfield, though repeatedly warned by the watchman, as the switch train was approaching the crossing. His team was struck by the engine and overturned, and Mr. Ball was injured and died the next day.

December 2. — Arthur Hutchings, of Greenfield, injured his hand at Greenfield in shackling cars.

December 26. — Julia Bolan, of Chicopee, while intoxicated and walking on the track, at Chicopee Junction, was struck by the engine of train No. 59, and instantly killed.

December 19. — E. Cadwell of Holyoke, injured his hand, at Holyoke, in shackling cars.

January 11, 1883. — John Rhine of Greenfield, while walking on the track, near the steam-mill, in Greenfield, was struck by the engine of train No. 23, and instantly killed.

January 26. — Watson E. Watkins jumped from a moving freight train, in the Springfield yard, on to a pile of snow, slipped on to the rails, and so injured his leg, as to require amputation.

January 30. — Thomas Bresnahan, of Springfield, was first seen, lying on the track, near Willimansett station, and was run over and killed by engine of train No. 27.

February 15. — E. Sawin, brakeman, injured his hand and leg, in coupling cars, at Holyoke.

March 15. — John Cutting of Willimansett, slipped between the cars of a freight train at Holyoke station, was drawn under the cars and run over. Both legs were broken, and he died the same day.

March 23. — Almon Austin fell from the top of a freight car, at Chicopee, and broke his arm.

April 30. — Nellie B. Wilder of Mount Tom, while riding in the caboose of a freight train, was killed by a collision of the freight train and passenger train No. 18.

June 2. — Elizabeth M. Newbury of Chicopee, while walking on the track at Chicopee Junction, was struck by a freight train and killed.

July 20. — Philip McKienan was thrown from a hand car and dislocated his knee.

July 30. — Julia Loughlin of Holyoke, while walking on the track near Holyoke was struck by the engine of train No. 32 and killed.

September 18. — Edward N. Abells of Northampton, while shackling the cars of a freight train in Springfield yard, made a misstep, by which his leg was caught and injured. His leg was afterwards amputated and he died in a few days.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . .	78,600 lbs.
Average weight of locomotives in working order, . .	60,630 "
Maximum weight of tenders full of fuel and water, . .	60,000 "

Average weight of tenders full of fuel and water,	42,400 lbs.
Maximum weight of passenger-cars,	51,400 "
Average weight of passenger-cars,	42,956 "
Average weight of mail and baggage cars,	44,433 "
Average weight of 8-wheel box freight-cars,	20,900 "
Average weight of 8-wheel platform-cars,	16,700 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 ft. 9 in.
Total length of heaviest engine and tender over all,	53 ft.
Number of locomotives equipped with train-brake,	21
[Kind of brake: 13 Westinghouse, 9 Vacuum, 2 Eames.]	
Number of cars equipped with train-brake,	50
[Kind of brake: 43 Westinghouse, 44 Vacuum. Some have both kinds.]	
Number of passenger-cars with Miller platform and buffer, .	49

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Easthampton,	Plate girder.	Iron.	24 feet.	July.

BRIDGES.

Number of spans of stone bridges of 25 feet and upwards, .	2
Number of spans of iron bridges of 25 feet and upwards, .	8
Number of spans of timber bridges of 25 feet and upwards,	18
Number of crossings of highways at grade,	52
Number of crossings of highways over railroad,	5
Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	5
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which electric signals are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	48
Number of railroad-crossings at grade (specifying each), .	1
Fitchburg Railroad at Cheapside.	
Number of railroad crossings over other railroads (specifying each):	2
One at Holyoke.	
One at Deerfield, — N. H. & N. R. R.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, .	2.70 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.59 "
Average rate of fare per mile for season-ticket passengers, .	0.79 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, .	2.36 "
Average rate of local freight per ton per mile,	6.42 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.52 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	3.04 "

CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$2,370,000 00	
Capital stock authorized by votes of company, . . .	2,370,000 00	
Capital stock issued (number of shares, 23,700); amount paid in, . . .		\$2,370,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . .		2,370,000 00
Total number of stockholders, . . .	884	
Number of stockholders in Massachusetts, . . .	700	
Amount of stock held in Massachusetts, . . .	\$1,922,200 00	

NAME AND RESIDENCE OF OFFICERS.

N. A. Leonard, *President*, Springfield, Mass. John Mulligan, *Superintendent*, Springfield, Mass. H. E. Howard, *General Freight Agent*, Springfield, Mass. C. H. Cram, *General Passenger Agent*, Springfield, Mass. Seth Hunt, *Treasurer and Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

N. A. Leonard, Springfield, Mass. Charles S. Sargent, Brookline, Mass. Oscar Edwards, Northampton, Mass. William B. Washburn, Greenfield, Mass. A. B. Harris, Springfield, Mass. William R. Cone, Hartford, Conn. Frederick Billings, Woodstock, Vt. Augustus T. Perkins, Barnstable, Mass. William Whiting, Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY.

THE CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

N. A. LEONARD,
A. T. PERKINS,
WM. R. CONE,
C. S. SARGENT,
A. B. HARRIS,
OSCAR EDWARDS,
Directors.
SETH HUNT,
Treasurer.
J. MULLIGAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, Oct. 31, 1883. Then personally appeared N. A. Leonard, A. T. Perkins, W. R. Cone, C. S. Sargent, A. B. Harris, Seth Hunt and J. Mulligan.

HAMPSHIRE, SS. NORTHAMPTON, Nov. 6, 1883. Then personally appeared Oscar Edwards, and severally made oath to the truth of the foregoing statement by them subscribed. according to their best knowledge and belief.

GEO. E. FRINK,
Justice of the Peace.

REPORT OF THE DANVERS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Maine Railroad. Its doings during the year, and its income and expenditures, are included in the report of that road, its business being so intimately connected that separate accounts have not been kept.]

Balance Sheet September 30, 1883.	
ASSETS.	
Cost of road,	\$244,456 02
TOTAL ASSETS,	\$244,456 02
LIABILITIES.	
Capital stock,	\$67,500 00
Funded debt,	150,000 00
Unfunded debt, viz.:	26,956 02
TOTAL LIABILITIES,	\$244,456 02
DESCRIPTION OF ROAD.	
Main line of road from Wakefield Junction to Danvers,	9.259 miles.
Main line of road in Massachusetts,	9.259 "
Total road belonging to this company,	9.250 "
Sidings and other tracks not above enumerated, . . . . .	.322 "
Same in Massachusetts, . . . . .	.322 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.581 "
Same in Massachusetts,	9.581 "
Number of stations on all roads owned by this company,	8
Same in Massachusetts,	8
GENERAL INFORMATION.	
Number of crossings of highways at grade,	20
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	2
Number of highway bridges less than 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,	6
Number of crossings at which there are neither signals nor flagmen,	14
Number of railroad-crossings at grade (specifying each):	2
Salem & Lowell Railroad at West Danvers.	
Essex Branch of Eastern Railroad at Danvers.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	\$67,500 00
Total number of stockholders,	48
Number of stockholders in Massachusetts,	46
Amount of stock held in Massachusetts,	\$45,500 00
TOTAL AMOUNT OF FUNDED DEBT,	150,000 00

NAME AND RESIDENCE OF OFFICES.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Superintendent*, Lawrence, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Haverhill, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. Nathaniel G. White, Lawrence, Mass. Amos Paul, South New Market, N. H. Nathaniel J. Bradlee, Boston, Mass. William S. Stevens, Dover, N. H. James R. Nichols, Haverhill, Mass. John Felt Osgood, Boston, Mass. Samuel E. Spring, Portland, Me. Nathaniel W. Farwell, Lewiston, Me.

PROPER ADDRESS OF THE COMPANY.

DANVERS RAILROAD, BOSTON, MASS.

GEORGE C. LORD,
NATH. J. BRADLEE,
NATHANIEL G. WHITE,
JAMES R. NICHOLS,
WM. S. STEVENS,
AMOS PAUL,

Directors.

AMOS BLANCHARD,

Treasurer.

JAS. T. FURBER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 24, 1883. Then personally appeared George C. Lord, Nathaniel J. Bradlee, Nathaniel G. White, James R. Nichols, Wm. S. Stevens, Amos Paul, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

C. P. JUDD,

Justice of the Peace.

REPORT

OF THE

DORCHESTER & MILTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Old Colony Railroad Company, and its earnings and expenses are included in the accounts of that company.]

Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$136,372 77
TOTAL ASSETS,	\$136,372 77
LIABILITIES.	
Capital stock,	\$73,340 00
Unfunded debt, viz.:	58,448 07
Vouchers and accounts, \$58,448 07	
Profit & Loss balance,	4,584 70
TOTAL LIABILITIES,	\$136,372 77
DESCRIPTION OF ROAD.	
Main line of road from Dorchester to Milton,	3.30 miles.
Main line of road in Massachusetts,	3.30 "
Sidings and other tracks not above enumerated, . . . . .	.45 "
Same in Massachusetts, . . . . .	.45 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	3.75 "
Same in Massachusetts,	3.75 "
Number of stations on all <i>roads owned</i> by this company,	5
Same in Massachusetts,	5
GENERAL INFORMATION.	
Number of spans of timber bridges of 25 feet and upwards,	4
Aggregate length of same for single track (180 feet).	
Number of crossings of highways at grade,	4
Number of crossings of highways over railroad,	2
Number of highway bridges 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	3
CAPITAL STOCK.	
Capital stock authorized by charter \$130,000 00	
Capital stock authorized by votes of company, 73,300 00	
Capital stock issued (number of shares, 733); amount paid in,	\$73,340 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	73,340 00
Total number of stockholders,	50
Number of stockholders in Massachusetts,	50
Amount of stock held in Massachusetts, \$73,340 00	

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. N. F. Safford, Milton, Mass. Uriel Crocker, Boston, Mass. Royal W. Turner, Randolph, Mass. Francis B. Hayes, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

DORCHESTER & MILTON RAILROAD COMPANY,
BOSTON, MASS.

CHARLES F. CHOATE,
URIEL CROCKER,
ROYAL W. TURNER,
FREDK. L. AMES,

Directors.

JOHN M. WASHBURN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 5, 1883. Then personally appeared Charles F. Choate, Uriel Crocker, Royal W. Turner, and Fredk. L. Ames, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. W. ADAMS,
Justice of the Peace.

REPORT OF THE EASTERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$3,584,506 19
Total expense (including taxes),	2,310,830 59
Net income,	1,273,675 60
Rentals:	218,330 00
Eastern Railroad in New Hampshire,	\$22,500 00
Portland, Saco & Portsmouth Railroad,	90,000 00
Portsmouth, Great Falls & Conway Railroad,	45,000 00
Portsmouth & Dover Railroad,	46,140 00
Newburyport City Railroad,	6,000 00
Wolfborough Railroad,	2,190 00
Boston & Maine Railroad,	6,500 00
Interest accrued during year:	857,686 16
On funded debt,	\$817,639 24
On other debt,	40,046 92
Balance for the year (surplus),	197,659 44
Balance at commencement of year (deficit),	\$9,087,652 96
Add:	
Claim of E. Noonan,	3,000 00
Old account transferred,	87 73
	\$3,088 73
Deduct:	
Old traffic accounts cancelled,	417 53
Balance at commencement of year as so changed,	9,090,324 16
Balance Sept. 30, 1883 (deficit),	8,892,664 72
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,583,578 30
through passengers (to and from other roads),	238,248 03
express and extra baggage,	74,648 43
mails,	63,100 92
other sources, passenger department,	1,200 00
Total earnings from passenger department,	1,960,775 68
From local freight,	1,138,575 48
through freight (to and from other roads),	316,302 95
Total earnings from freight department,	1,454,878 43
Other sources, transportation department,	1,613 27
TOTAL TRANSPORTATION EARNINGS,	3,417,267 38
Rents for use of road,	11,319 23
Income from all other sources, viz.:	153,919 58
Income from property,	\$136,128 87
Miscellaneous earnings,	19,790 71
TOTAL INCOME FROM ALL SOURCES,	\$3,584,506 19
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$58,336 75
Legal expenses,	19,956 69
Insurance,	8,797 79

Stationery and printing,				\$16,216	38
Outside agencies and advertising,				24,653	83
Contingencies and miscellaneous,				34,723	76
Repairs of bridges (including culverts and cattle-guards) . .				79,384	23
Repairs of buildings,				139,443	98
Repairs of fences, road-crossings and signs,				13,130	35
Renewal of rails,				86,636	24
[No. tons steel laid, new, 976.454; old, 348.507 = 1,324.961.]					
[No. tons iron laid, new, 11.1880; old, 397.92 = 408.1972.]					
Renewal of ties,				42,295	32
[Number laid, cross ties, 121,125; switch ties, 4,857 = 125,982.]					
Repairs of road-bed and track,				189,709	09
Repairs of locomotives,				202,854	20
Fuel for locomotives,				294,056	09
Tons of coal,	57,254	Cords of wood,	5,574		
" "	*2,416	" "	*239		
Total,	59,670	Total,	5,813		
Water supply,				39,771	19
Oil and waste,				14,855	61
Locomotive service,				166,284	38
Repairs of passengers-cars,				60,929	60
Passenger-train service,				84,437	25
Passenger-train supplies,				13,268	32
Mileage passenger-cars,				7,865	63
Repairs of freight-cars,				64,300	23
Freight-train service,				109,083	32
Freight-train supplies,				4,412	71
Mileage freight-cars,				30,068	67
Telegraph expenses,				35,775	72
Loss and damage, freight and baggage,				4,404	95
Loss and damage, property and cattle,				9,218	42
Personal injuries,				27,300	00
Agents and station service,				345,385	67
Station supplies,				61,964	21
TOTAL OPERATING EXPENSES,				\$2,239,720	58
Taxes,				71,110	01
TOTAL OPERATING EXPENSES AND TAXES,				\$2,310,830	59
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.					
Land, land damages, and fences,				\$13,171	57
Passenger and freight stations, wood-sheds, and water-stations,				3,243	98
TOTAL FOR CONSTRUCTION,				48,093	59
Other expenditures charged to property account:				64,509	14
Investment in-Chelsea Beach R. R. construction, \$1,822 46				2,822	46
Bar Harbor property,			1,000		00
TOTAL CHARGES TO PROPERTY ACCOUNTS,				67,331	60
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,				67,331	60
Balance Sheet Sept. 30, 1883.					
ASSETS.					
Cost of road,			\$7,828,636	33	
Cost of equipment,			1,048,695	95	
Lands in Lawrence, East Boston, Revere, Manchester, etc,			96,450	00	

* Fuel used by working trains is charged to the work done.

Stock of Maine Central Railroad,	\$1,086,900 00	
Stock of Portland & Rochester Railroad,	119,419 75	
Stock of Eastern Railroad in N. H.,	900 00	
Stock of Portland, Bangor, Mount Desert & M. Steamboat Co.,	15,000 00	
Stock of Chelsea Beach Railroad,	21,000 00	
Investment in Chelsea Beach R. R., construction,	17,110 52	
Stock of Portsmouth, Great Falls & Conway Railroad, uncertain value.		
Stock of Wolfboro' Railroad, uncertain value.		
TOTAL PERMANENT INVESTMENTS,		\$10,234,112 55
Cash,	\$248,530 63	
Bills receivable,	2,276 25	
Due from agents and companies,	207,854 13	
Materials and supplies,	319,656 08	
Debit balances,	64,284 86	
TOTAL CASH ASSETS,		842,601 95
Profit & Loss balance,		8,892,664 72
TOTAL ASSETS,		\$19,969,379 22
LIABILITIES.		
Capital stock,		\$4,997,600 00
Funded debt,		13,627,320 62
Unfunded debt, viz.:		1,344,458 60
Interest unpaid,	\$125,591 42	
Dividends unpaid,	15,817 00	
Notes payable,	64,284 86	
Land mortgage notes assumed,	684,300 00	
Vouchers and accounts,	454,465 32	
TOTAL LIABILITIES,		\$19,969,379 22
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		1,344,570
Freight-train mileage,		729,172
TOTAL REVENUE-TRAIN MILEAGE,		2,073,742
Switching-train mileage,		506,543
Other train mileage,		91,684
TOTAL TRAIN MILEAGE,		2,671,969
Number of season-ticket passengers,		1,590,692
Number of local passengers (including season),		7,055,974
Number of through passengers (to and from other roads),		201,322
TOTAL NUMBER OF PASSENGERS CARRIED,		7,257,296
Local passenger mileage (local passengers carried one mile),		83,880,265
Through passenger mileage (through passengers carried one mile),		16,123,340
TOTAL PASSENGER MILEAGE,		100,003,605
Number tons of local freight,		1,090,582
Number tons through freight (to and from other roads),		277,750
TOTAL NUMBER TONS FREIGHT CARRIED,		1,368,332
Local freight mileage (tons local freight carried one mile),		47,295,816
Through freight mileage (tons through freight carried one mile),		28,345,410
TOTAL FREIGHT MILEAGE,		75,641,226
Average weight of passenger-trains (exclusive of passengers),		165 tons.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		300 tons.

Average number of cars in freight-train,	25
Average number of persons employed,	2,569

DESCRIPTION OF ROAD.

Main line of road from Boston, Mass., to State line, N. H., .	41.45 miles.
Main line of road in Massachusetts,	41.45 "
Double track on main line,	27.92 "
Same in Massachusetts,	27.92 "
Branches owned by company, viz.:	
Charlestown (double track),	1.09 "
Saugus (single track),	9.55 "
East Boston { single track,	1.91 "
{ double track,	1.56 "
Swampscott (single track),	3.96 "
Marblehead (single track),	3.52 "
Lawrence { single track,	18.25 "
{ double track,	1.64 "
South Reading (single track),	8.12 "
Gloucester (single track),	16.94 "
Essex (single track),	5.48 "
Asbury Grove (single track),	1.06 "
Salisbury,	3.79 "
Total length of branches owned by company,	76.87 "
Total length of branches owned by company in Massachusetts,	76.87 "
Double track on branches,	4.29 "
Same in Massachusetts,	4.29 "
Total road belonging to this company,	118.32 "
Sidings and other tracks not above enumerated,	57.10 "
Same in Massachusetts,	57.10 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	207.63 "
Same in Massachusetts,	207.63 "
Total length of steel rails in tracks, not including steel-top rails,	108.54 "
[Weights per yard, 58, 60 and 63 pounds.]	

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Eastern Railroad in New Hampshire, length,	16.08 "
Portland, Saco & Portsmouth Railroad, length,	50.76 "
Portsmouth, Great Falls & Conway Railroad, length,	72.86 "
Wolfborough Railroad, length,	12.03 "
Portsmouth & Dover Railroad, length,	10.88 "
Chelsea Beach Railroad, length,	1.78 "
Newburyport City Railroad, length,	2.24 "
Total length of above roads,	166.63 "
Total length of above roads in Massachusetts,	4.02 "
Total length of above roads in other States (specifying each):	162.61 "
Maine,	53.68 "
New Hampshire,	108.93 "
Total miles of road operated by this company,	284.95 "
Total miles of road oper'd by this company in Massachusetts,	122.34 "
Number of stations in Massachusetts on all roads operated by this company,	80
Number of telegraph-offices in same,	39
Number of stations on all roads owned by this company,	78
Same in Massachusetts,	78

EQUIPMENT.

Number of locomotives (leased, 19; owned, 87),	106
Number of passenger-cars (leased, 1; owned, 170),	171
Number of parlor or sleeping-cars (Pullman cars not included) (owned, 2),	2

Number of baggage, mail and express cars (leased, 4; owned, 40),	44
Number of freight-cars (basis of 8 wheels), (leased, 676; owned, 1,335),	2,011
Number of other cars (leased, 4; owned, 124),	128

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	1	-	6	3	7	3	7	3
Employees, .	-	-	5	8	5	8	6	10
Others, .	-	-	15	10	15	10	15	10

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 4, 1882. — Charles E. Swazey, passenger, jumped from a moving train at Somerville. Fatally injured.

October 11. — Wayne C. Dodge, passenger. Thrown under train at Boston by being struck by a trunk which fell from a truck. Fatally injured.

October 12. — Joseph Chipman, trespasser. Found dead on the track at Beverly. Supposed to have been killed by being struck by a train.

October 17. — George Hammond, trespasser. Walked on to the track when gates were closed, and stepped in front of a moving train at Prison Point, Charlestown. Fatally injured.

October 26. — Michael Eagan, trespasser. Playing around cars at Salem. Left leg cut off and head bruised.

November 1. — James Eliot, passenger. Stepped from a moving train at Maplewood. Thumb and finger cut off. Was intoxicated.

November 2. — James A. Pike, employee. Found dead on the track at Lynn. Supposed to have fallen from freight train on which he was employed as brakeman.

November 8. — Richard O'Hare, employee. Run over by passenger cars which he was shifting at Boston. Instantly killed.

November 13. — Mary Slattery, trespasser. Attempted to cross the track when gates were closed at East Boston and was struck by passenger car and her shoulder injured.

November 17. — John E. Hughes, trespasser. Stepped in front of a moving train at Lynn. Leg and collar-bone fractured.

November 21. — S. D. Smith, employee (freight brakeman). Fingers broken and crushed while coupling cars at Salem.

November 30. — Alexander McAuley, passenger. Attempted to get onto a moving train at Gloucester. Fell under the wheels and was instantly killed.

December 12. — George L. Cummings, employee (freight brakeman). Crushed while shifting cars at Charlestown. Fatally injured.

December 15. — Albert W. Hurd. A provision team which he was driving was struck by a car at a crossing at Salem. He was thrown from the team and seriously injured. No bones broken.

December 18. — John Strong, trespasser. Stepped in front of a train while walking on the track at East Boston. Instantly killed.

December 20. — B. W. Edwards, trespasser. Walking on the track at Lynn, was struck by an engine. Fatally injured.

December 30. — George O. Wentworth, trespasser. Struck by an engine at Everett. Seriously injured.

January 2, 1883. — George Z. Fisher, passenger, jumped from a moving train at Somerville and seriously bruised his head.

January 20. — William A. Hoitt, trespasser, stealing a ride on a freight train at Newburyport, and fell under. Fatally injured.

January 25. — Charles Nimblett, employee (brakeman on freight shifter), caught while coupling cars at Salem and two fingers cut off.

February 7. — Marvin S. Blood, passenger, fell or was blown from a train while passing from one car to another near Oak Island. Fatally injured.

February 12. — F. H. T. McDowell, passenger, found dead on the track at West Everett. It is supposed he fell from the late train the night before, as he was seen upon it just as train was approaching the station.

February 12. — Thomas Cannon, passenger, attempted to board a moving train at Lynn Common. Fell and both legs cut off. Died from his injuries.

March 3. — John F. Snow, trespasser, found dead on the track at Lynn. Was seen the night before badly intoxicated.

March 7. — George E. May, employee. Wheel passed over his foot breaking two bones, while cars were being shifted at car-shop yard at Salem.

March 28. — Mary Armstrong, trespasser, attempted to cross the track in front of an express train at Chelsea, and was struck and instantly killed.

April 5. — John F. Gerry, trespasser, stepped aside to clear a train which was being shifted at Boston, and was struck by a passenger train and instantly killed.

April 20. — William Kelley, employee (trackman), stepped in front of an express train at Beverly. Was struck and instantly killed.

April 20. — Myron W. Hubbard, employee (brakeman on freight shifter), fell from car and was seriously injured at Charlestown freight yard.

May 8. — Timothy McCarthy, employee, fell from top of a car at Charlestown and broke his thigh.

May 14. — Gifford A. Sawyer, employee (freight brakeman), struck by a water spout at Somerville while boarding a car; thrown under the train and foot cut off.

May 19. — Isaac S. Lewis, trespasser, struck by a train at Lynn, while running beside the track. Fatally injured.

May 31. — John Conlan, trespasser, walking on the track and stepped from the outward track to clear a freight train, in front of an inward passenger train which struck and bruised him badly, at Castle Hill, Salem.

May 31. — Nelson C. Morse was within a few feet of the outward track at West Lynn, when an unknown man jumped from a passenger train striking and injuring him so badly that he died in a short time.

June 11. — William McLaughlin, trespasser, struck by a passenger train at Somerville in the night while sitting on the track. Fatally injured.

July 4. — Joseph T. Merrill, passenger, fell from a train at East Salisbury. Fatally injured.

July 6. — William Davis, trespasser, struck by a train at Beverly, while standing near the track, and instantly killed.

July 19. — Patrick Magnire, trespasser, struck by a passenger train while walking on the track at Salem. Fatally injured.

August 18. — Samuel Norwood, thrown from a wagon in which he was riding at Rowley, being caused by an engine striking his team. Back injured.

August 20. — Mary Ann O'Brien, trespasser, stepped in front of a passenger train at East Everett. Was struck and seriously injured.

August 21. — James Diamond, employee (brakeman on freight shifter), attempted to jump on to a coal car of a moving train at East Boston, and fell under the wheels. Foot badly jammed.

August 22. — Samuel E. Allen, employee (freight brakeman), while coupling cars at Somerville, had wrist broken.

August 26. — Bartley Preston, Jr., employee (trackman), struck by a passenger train at Lynn while working on the track, and instantly killed.

September 4. — Leonard F. Dalton, passenger, found on platform of car next to engine after train had left Point of Pines. Had three fingers cut off. Was intoxicated.

September 5. — Edward Axtell attempted to board a moving train at the know-nothing crossing at Somerville, and fell under the train, crushing his foot.

September 6. — Ellen Murphy, trespasser (a deaf mute), stepped in front of a moving engine at Beverly, which crushed her hand badly.

September 8. — William Daily, trespasser, walking on the track at Salem, stepped in front of an engine which struck him, causing his death in a short time.

September 14. — Daniel Murphy, laborer, crushed at East Boston between car and building of sugar refinery. Fatally injured.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	82,800 lbs.
Average weight of locomotives in working order, . . .	58,920 "
Maximum weight of tenders full of fuel and water, . . .	60,950 "
Average weight of tenders full of fuel and water, . . .	34,021 "
Maximum weight of passenger cars, . . .	43,000 "
Average weight of passenger cars, . . .	37,000 "
Average weight of mail and baggage cars, . . .	27,000 "
Average weight of 8-wheel box freight cars, . . .	17,000 "
Average weight of 4-wheel box freight cars, . . .	8,500 "
Average weight of 8-wheel platform cars, . . .	14,000 "
Average weight of 4-wheel platform cars, . . .	6,500 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	45 feet.
Total length of heaviest engine and tender over all, . . .	56 " 2 in.
Number of locomotives equipped with train-brake, . . .	75
[Kind of brake: Westinghouse.]	
Number of cars equipped with train-brake, . . .	221
[Kind of brake: Westinghouse, and 4 cars have also Eames.]	
Number of passenger-cars with Miller platform and buffer, . . .	172

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . .	24
Aggregate length of same for single track (2,960 feet).	
Aggregate length of same for double track (7,030 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . .	7
Aggregate length of same for single track (212 feet).	
Aggregate length of same for double track (162 feet).	

Number of spans of timber bridges of 25 feet and upwards, .	31
Aggregate length of same for single track (1,372 feet).	
Aggregate length of same for double track (415 feet).	
Number of crossings of highways at grade,	165
Number of crossings of highways over railroad,	47
Number of crossings of highways under railroad,	12
Number of highway bridges 18 feet above track,	5
Number of highway bridges less than 18 feet above track,	42
Number of crossings at which gates or flagmen are maintained,	110
Number of crossings at which electric signals are maintained,	11
Number of crossings at which there are neither signals nor flagmen,	44
Number of railroad-crossings at grade (specifying each):	6
Fitchburg Railroad, Charlestown.	
Boston & Maine Railroad, Charlestown.	
Boston & Lowell Railroad, Charlestown.	
Salem & Lowell Railroad, Salem.	
Boston & Maine Railroad, Danvers.	
Boston & Maine Railroad, Newburyport.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	*3.000 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	1.478 "
Average rate of fare per mile for season-ticket passengers, . . . . .	.792 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	1.822 "
Average rate of local freight per ton per mile,	†3.028 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.116 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.923 "

RELATING TO PASSENGERS.

Passengers to Boston (including season),	2,209,556
Passengers from Boston (including season),	2,177,901
Season ticket passengers to and from Boston,	1,009,347

CAPITAL STOCK.

Capital stock authorized by charter,	\$8,310,000 00
Capital stock authorized by votes of company,	8,310,000 00
Capital stock issued (number of shares, 49,976); amount paid in,	\$4,997,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	4,997,600 00
Total number of stockholders,	1,736
Number of stockholders in Massachusetts,	1,165
Amount of stock held in Massachusetts,	\$4,474,900 00

DEBT.

Funded debt, as follows:—

Essex Railroad bonds, due Sept. 1886, rate of interest 6 per cent.,	\$192,500 00
Interest accrued on same during year,	\$11,550 00
Essex Railroad bonds, due Sept. 1876, rate of interest 6 per cent.,	1,900 00
Interest accrued on same during year,	114 00
Mortgage certificates of indebtedness due Sept. 1906, at 6 per cent.,	13,432,920 62
Interest accrued on same during year,	805,975 24
TOTAL AMOUNT OF FUNDED DEBT,	\$13,627,320 62

* Received, 2.349 cents.

† Received, 2.407 cents.

NAME AND RESIDENCE OF OFFICERS.

George E. B. Jackson, *President*, Portland, Me. Payson Tucker, *General Manager*, Portland, Me. Wm. J. Hobbs, *Auditor*, Somerville, Mass. D. W. Sanborn, *Master of Transportation*, Portland, Me. Wm. F. Berry, *General Freight Agent*, East Boston, Mass. Lucius Tuttle, *General Passenger and Ticket Agent*, Somerville, Mass. N. G. Chapin, *Treasurer*, Brookline, Mass. F. I. Amory, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George E. B. Jackson, Portland, Me. Richard Olney, Boston, Mass. Jacob C. Rogers, Peabody, Mass. Geo. S. Morison, New York, N. Y. Jonas H. French, Gloucester, Mass. Samuel C. Lawrence, Medford, Mass. Chas. Houghton, Boston, Mass. John Cummings, Woburn, Mass. Arthur Sewall, Bath, Me.

PROPER ADDRESS OF THE COMPANY.

EASTERN RAILROAD COMPANY, BOSTON, MASS.

GEO. E. B. JACKSON,
CHAS. HOUGHTON,
JOHN CUMMINGS,
GEO. S. MORISON,
JACOB C. ROGERS,
RICHARD OLNEY,
ARTHUR SEWALL,
JONAS H. FRENCH,
SAMUEL C. LAWRENCE,
Directors.
N. G. CHAPIN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 6, 1883. Then personally appeared George E. B. Jackson, Chas. Houghton, John Cummings, Geo. S. Morison, J. C. Rogers, Richard Olney, Arthur Sewall, Jonas H. French and S. C. Lawrence, Directors, and N. G. Chapin, Treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANCIS I. AMORY,
Justice of the Peace.

To the Railroad Commissioners of Massachusetts :

The undersigned, trustees of the Eastern Railroad Company, inclose herewith their report of the condition of the Sinking Fund as required by section 14 of chapter 236 of the Acts of 1876.

W. C. ROGERS,
W. B. BACON,
W. P. PHILLIPS,

Trustees Eastern Railroad Company.

BOSTON, Nov. 19, 1883.

REPORT OF THE CONDITION OF THE SINKING FUND OF THE EASTERN RAILROAD COMPANY, NOV. 19, 1883.

Cash received this day from said company, \$122,513 70

Being net earnings of said corporation for the year ending

Aug. 31, 1883, as per account rendered by said corporation as follows:—

Gross earnings,	\$3,587,089 64	
Operating expenses, . . .	\$1,388,648 28	
Construction,	75,440 77	
Insurance,	8,795 12	
Taxes,	64,021 07	
Renewals and repairs, . . .	891,701 46	
Rentals,	218,330 00	
Interest on bonds, etc., . .	817,639 24	
	<hr/>	
	3,464,575 94	\$122,513 70

W. C. ROGERS,
W. B. BACON,
W. P. PHILLIPS,

Trustees Eastern Railroad Company.

BOSTON, Nov. 7, 1883.

We hereby certify that the Mortgage Certificates of Indebtedness of the Eastern Railroad Company issued by us, and outstanding on the 30th day of September, 1883, were as follows:—

Certificates of Indebtedness, payable in Sterling money of

Great Britain, £630,900

Certificates of Indebtedness, payable in gold dollars of

United States, \$10,362,000 00

Scrip Certificates, 645 77

W. C. ROGERS,
W. B. BACON,
WM. P. PHILLIPS,

Trustees Eastern Railroad Company.

REPORT

OF THE

EASTERN JUNCTION, BROAD SOUND PIER & POINT SHIRLEY RAILROAD COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[In process of construction.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$12,116 53
Bridging,	3,306 32
Superstructure, including rails,	28,980 12
Land, land damages, and fences,	17,800 00
Engineering, agencies, salaries, and other expenses during construction,	3,839 15
TOTAL FOR CONSTRUCTION,	66,042 12
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$229,735 31
Cash,	\$10,773 96
Bills receivable,	158 77
TOTAL CASH ASSETS,	10,932 73
TOTAL ASSETS,	\$240,668 04
LIABILITIES.	
Capital stock,	\$120,000 00
Funded debt,	120,000 00
Unfunded debt, viz.,	668 04
Notes payable,	\$668 04
TOTAL LIABILITIES,	\$240,668 04
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Other liabilities, viz. :—	
Sundry bills unpaid, including land damage claims estimated,	\$5,000 00
DESCRIPTION OF ROAD.	
Main line of road from Eastern Railroad to Point Shirley, . .	4.800 miles.
Spur from Pavilion to Point of Pines,	2.170 "
Track laid, if road is not completed,	2.190 "
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, . .	2
Aggregate length of same for single track (2,800 feet).	
Number of spans of timber bridges of 25 feet and upwards, .	2
Aggregate length of same for single track (36 and 72 feet).	
Number of crossings of highways at grade,	6

Number of crossings at which there are neither signals nor flagmen,	6
Number of railroad-crossings over other railroads (specifying each) :	1
Boston, Revere Beach & Lynn Railroad.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$120,000 00
Capital stock authorized by votes of company,	120,000 00
Capital stock issued (number of shares, 1,200) ; amount paid in,	\$120,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	
Total number of stockholders,	55
Number of stockholders in Massachusetts,	54
Amount of stock held in Massachusetts,	\$119,700 00
DEBT.	
Funded debt, as follows :	
First mortgage bonds due March 15, 1891, rate of interest 6 per cent.,	\$120,000 00
Interest paid on same during year,	\$2,121 67
TOTAL AMOUNT OF FUNDED DEBT,	120,000 00

NAME AND RESIDENCE OF OFFICERS.

Horace Farrington, *President*, Boston, Mass. David Loring, *Vice-President*, Boston, Mass. A. D. McClellan, *Treasurer*, Boston, Mass. L. S. Hapgood, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace Farrington, Boston, Mass. Fred. H. Henshaw, Boston, Mass. Thomas H. Henshaw, Boston, Mass. Lyman S. Hapgood, Boston, Mass. A. D. McClellan, Boston, Mass. Joseph E. Merrill, Newton, Mass. Herbert J. Whitman, Quincy, Mass. A. P. Blake, Boston, Mass. David Loring, Boston, Mass. Charles J. Page, Boston, Mass. C. C. Barton, Newton, Mass. Wm. C. Craig, West Medford, Mass. John H. Buttrick, Lowell, Mass. Clarence A. Parks, Wakefield, Mass.

PROPER ADDRESS OF THE COMPANY.

EASTERN JUNCTION, BROAD SOUND PIER & POINT SHIRLEY
RAILROAD COMPANY,
82 DEVONSHIRE STREET, BOSTON, MASS.

HORACE FARRINGTON,
THOS. A. HENSHAW,
LYMAN S. HAPGOOD,
ARTHUR D. MCCLELLAN,
DAVID LORING,
JOSEPH E. MERRILL,
ALPHEUS P. BLAKE,
CHARLES C. BARTON,
FRED. H. HENSHAW,
Directors.
ARTHUR D. MCCLELLAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 11, 1883. Then personally appeared Horace Farrington, Thos. A. Henshaw, Lyman S. Hapgood, Arthur D. McClellan, David Loring, Joseph E. Merrill, Alpheus P. Blake, Chas. C. Barton and Fred. H. Henshaw, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. J. PAGE,
Justice of the Peace.

REPORT OF THE FALL RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Old Colony Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$10,279 13
Total expense (taxes),	171 57
Net income,	10,107 56
Interest accrued during the year,	10,000 00
On funded debt, \$10,000 00	
Balance for the year (surplus),	107 56
Balance at commencement of year (deficit),	22,254 23
Balance Sept. 30, 1883 (deficit),	22,146 67
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$10,129 13
Income from miscellaneous sources, viz.:	150 00
TOTAL INCOME FROM ALL SOURCES,	\$10,279 13
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Land, land damages and fences,	\$15,250 00
TOTAL FOR CONSTRUCTION,	15,250 00
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$443,944 69
Profit & Loss balance,	22,146 67
TOTAL ASSETS,	\$466,091 36
LIABILITIES.	
Capital stock,	\$200,000 00
Funded debt,	200,000 00
Unfunded debt, viz.:	66,091 36
Notes payable, \$60,096 24	
Vouchers and accounts, 5,995 12	
TOTAL LIABILITIES,	\$466,091 36
DESCRIPTION OF ROAD.	
Main line of road from Fall River to New Bedford,	12.250 miles.
Main line of road in Massachusetts,	12 250 "
Total road belonging to this company,	12.250 "

Sidings and other tracks not above enumerated, . . . . .	.741 miles.
Same in Massachusetts, . . . . .	.741 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	12.991 "
Same in Massachusetts,	12.991 "
Number of stations on all roads owned by this company,	7
Same in Massachusetts,	7
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	1
Aggregate length of same for single track (25 feet).	
Number of crossings of highways at grade,	10
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter, \$200,000 00	
Capital stock authorized by votes of company, 200,000 00	
Capital stock issued (number of shares, 2,000); amount paid in,	\$200,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	200,000 00
Total number of stockholders, 24	
Number of stockholders in Massachusetts, 22	
Amount of stock held in Massachusetts, \$194,900 00	
DEBT.	
Funded debt, as follows :—	
First mortgage bonds due April 1, 1895, rate of interest 5 per cent.,	\$200,000 00
Interest paid on same during year, \$10,000 00	

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. John M. Washburn, *Treasurer*, Boston, Mass. William Rotch, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Wm. Rotch, Boston, Mass. H. A. Blood, Fitchburg, Mass. J. A. Beauvais, New Bedford, Mass. Morgan Rotch, New Bedford, Mass. Frederick L. Ames, North Easton, Mass. Royal W. Turner, Randolph, Mass. John S. Brayton, Fall River, Mass.

PROPER ADDRESS OF THE COMPANY.

FALL RIVER RAILROAD COMPANY, Box 5,251, Boston, Mass.

CHARLES F. CHOATE,
JOHN S. BRAYTON,
ROYAL W. TURNER,
H. A. BLOOD,
WM. ROTCH,

Directors.

JOHN M. WASHBURN,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. Nov, 3, 1883. Then personally appeared Charles F. Choate, John S. Brayton, Royal W. Turner, H. A. Blood, William Rotch and John M. Washburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT

OF THE

FALL RIVER, WARREN & PROVIDENCE RAILROAD
COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$29,658 31
Total expense (including taxes),	34,550 24
Net deficit,	4,891 93
Interest paid during year,	6,591 15
Balance for the year (deficit),	11,483 08
Deficit at commencement of year,	138,963 44
Balance Sept. 30, 1883 (deficit),	150,446 52
ANALYSIS OF EARNINGS.	
From local passengers,	\$227 97
through passengers (to and from other roads),	21,024 24
express and extra baggage,	1,500 00
mails,	484 96
<i>Total earnings from passenger department,</i>	23,237 17
From local freight,	4 50
through freight (to and from other roads),	6,380 26
<i>Total earnings from freight department,</i>	6,384 76
TOTAL TRANSPORTATION EARNINGS,	29,621 93
Income from all other sources, viz.:	36 38
Rent of tenements,	\$36 38
TOTAL INCOME FROM ALL SOURCES,	\$29,658 31
ANALYSIS OF EXPENSES.	
Stationery and printing,	\$11 70
Outside agencies and advertising,	35 12
Contingencies and miscellaneous,	39 95
Repairs of bridges (including culverts and cattle-guards),	628 26
Repairs of buildings,	559 22
Renewal of rails,	11,090 32
[Number tons of steel laid, 489.]	
Renewal of ties,	1,120 00
[Number laid, 2,800.]	
Repairs of road-bed and track,	8,082 14
Use of locomotives,	1,708 70
Fuel for locomotives,	1,708 70
[Tons of coal, 296.]	
Locomotive service,	2,018 17
Passenger-train service,	2,281 86
Mileage passenger-cars,	3,352 84
Freight-train service,	600 00
Mileage freight-cars,	41 29

Telegraph expenses,	\$250 00
Loss and damage, freight and baggage,	3 00
Agents and station service,	774 12
TOTAL OPERATING EXPENSES,	\$34,305 39
Taxes,	244 85
TOTAL OPERATING EXPENSES AND TAXES,	\$34,550 24

Balance Sheet September 30, 1883.**ASSETS.**

Cost of road,	\$310,747 60
Cash,	\$2,962 50
Due from agents and companies,	11,584 87

TOTAL CASH ASSETS,	14,547 37
Profit & Loss balance,	150,446 52

TOTAL ASSETS,	\$475,741 49
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LIABILITIES.

Capital stock,	\$150,000 00
Funded debt,	300,000 00
Unfunded debt, viz.:	25,741 49
Vouchers and accounts,	\$25,741 49

TOTAL LIABILITIES,	\$475,741 49
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MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	15,600
Freight-train mileage,	4,056
TOTAL TRAIN MILEAGE,	19,656
Number of local passengers (including season),	1,768
Number of through passengers (to and from other roads),	132,524
TOTAL NUMBER OF PASSENGERS CARRIED,	134,292
Local passenger mileage (local passengers carried one mile),	6,031
Through passenger mileage (through passengers carried one mile),	886,141
TOTAL PASSENGER MILEAGE,	892,172
Number tons of local freight,	6
Number tons through freight (to and from other roads),	16,346
TOTAL NUMBER TONS FREIGHT CARRIED,	16,352
Local freight mileage (tons local freight carried one mile),	24
Through freight mileage (tons through freight carried one mile),	130,568
TOTAL FREIGHT MILEAGE,	130,592
Average number of cars in passenger-trains,	3
Average number of persons employed,	20

DESCRIPTION OF ROAD.

Main line of road from Fall River, Mass., to Warren, R. I.,	5.794 miles.
Main line of road in Massachusetts,	3.662 "
Main line of road in Rhode Island,	2.132 "
Total road belonging to this company,	5.794 "
Sidings and other tracks not above enumerated, . . . . .	.520 "
Same in Massachusetts, . . . . .	.040 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	6.314 "

108 FALL RIVER, WARREN & PROVIDENCE R.R. [Jan.

Same in Massachusetts,	3.700 miles.
Total length of steel rails in tracks, not including steel-top rails,	5.344 "
[Weights per yard, 56 and 60 pounds.]	
Total miles of road operated by this company,	5.794 "
Total miles of road operated by this company in Massachusetts,	3.662 "
Number of stations in Massachusetts on all roads operated by this company,	2
Number of telegraph offices in same,	1
Number of stations on all roads owned by this company,	3
Same in Massachusetts,	2

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	1	-	1	-	1
Others,	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

August 1, 1883. — A child named Staples, two years of age, strayed upon the track between Brayton Point and Swansea, not near any crossing, and was struck and injured on the head.

GENERAL INFORMATION.	
Number of spans of iron bridges of 25 feet and upwards,	4
Number of crossings of highways at grade,	3
Number of crossings of highways over railroad,	2
Number of highway bridges less than 18 feet above track,	2
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	2
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets), for local passengers on roads operated by this company,	3.7 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.3 "
Average rate of fare per mile received from all passengers,	2.3 "
Average rate of local freight per ton per mile,	4.7 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.04 "
Average rate of freight per ton per mile received from all freight,	2.04 "
CAPITAL STOCK.	
Capital stock authorized by charter, \$150,000 00	
Capital stock authorized by votes of company, 150,000 00	
Capital stock issued (number of shares, 1,500); amount paid in,	\$150,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	150,000 00
Total number of stockholders,	27
Number of stockholders in Massachusetts,	11
Amount of stock held in Massachusetts,	\$103,300 00

DEBT.

Funded debt, as follows:—

First mortgage bonds due April 17, 1883, rate of interest 7 per cent.,	\$300,000 00
Interest paid on same during year, . . .	\$6,591 15

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. James R. Kendrick, *General Manager*, Boston, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. John S. Brayton, Fall River, Mass. Thomas J. Borden, Fall River, Mass. Royal W. Turner, Randolph, Mass. Elisha W. Willard, Newport, R. I.

PROPER ADDRESS OF THE COMPANY.

FALL RIVER, WARREN & PROVIDENCE RAILROAD COMPANY,
BOSTON, MASS.

CHARLES F. CHOATE,
THOS. J. BORDEN,
ROYAL W. TURNER,
JOHN S. BRAYTON,
Directors.
JOHN M. WASHBURN,
Treasurer.
J. R. KENDRICK,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 2, 1883. Then personally appeared Charles F. Choate, Thomas J. Borden, Royal W. Turner, John S. Brayton, John M. Washburn and J. R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. *

AUSTIN W. ADAMS,
Justice of the Peace.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$2,965,676 88
Total expense (including taxes),	2,187,940 84
Net income,	777,736 04
Rentals:	230,164 00
Vermont & Massachusetts,	\$230,164 00
Interest accrued during the year:	228,725 48
On funded debt,	\$177,500 00
On other debt,	51,225 48
Dividends declared (6 per cent.),	297,000 00
Balance for the year (surplus),	21,846 56
Balance at commencement of year,	\$301,398 65
Add: received,	1,097 39
Deduct: charged off,	7,019 44
Balance at commencement of year as so changed,	295,476 60
Balance Sept. 30, 1883 (surplus),	317,323 16
ANALYSIS OF EARNINGS.	
From local passengers,	\$618,384 36
through passengers (to and from other roads),	278,837 33
express and extra baggage,	59,413 37
mails,	30,349 37
other sources, passenger department,	2,618 37
Total earnings from passenger department,	989,602 80
From local freight,	655,628 03
through freight (to and from other roads),	1,179,793 48
Total earnings from freight department,	1,835,421 51
TOTAL TRANSPORTATION EARNINGS,	2,825,024 31
Rents for use of road,	51,000 00
Income from all other sources, viz.,	89,652 57
Rent of property,	\$25,850 72
Elevator, and discharging coal,	7,801 85
Premium on bonds,	56,000 00
TOTAL INCOME FROM ALL SOURCES,	\$2,965,676 88
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$68,593 33
Legal expenses,	10,999 62
Insurance,	6,741 23
Stationery and printing,	23,557 01
Outside agencies and advertising,	63,994 30
Contingencies and miscellaneous,	12,903 39
Repairs of bridges (including culverts and cattle-guards),	41,120 79
Repairs of buildings,	78,173 48
Repairs of fences, road-crossings and signs,	11,612 26

Renewal of rails,	\$65,680 10
[Number tons steel laid, 2,376.]	
[Number tons iron laid, 1.]	
Renewal of ties,	54,829 55
[Number laid, 149,393.]	
Repairs of road-bed and track,	142,385 79
Repairs of locomotives,	125,710 36
Fuel for locomotives,	311,784 67
[Tons of coal, 60,842; cords of wood, 462.]	
Water supply,	12,025 60
Oil and waste,	21,599 58
Locomotive service,	176,329 03
Repairs of passenger-cars,	65,539 85
Passenger-train service,	65,019 87
Passenger-train supplies,	9,608 38
Repairs of freight-cars,	143,206 07
Freight-train service,	155,885 16
Freight-train supplies,	5,150 24
Mileage freight-cars,	26,048 82
Telegraph expenses,	18,348 92
Loss and damage, freight and baggage,	6,085 33
Loss and damage, property and cattle,	3,969 90
Personal injuries,	20,500 76
Agents and station service,	283,988 79
Station supplies,	14,154 45
TOTAL OPERATING EXPENSES,	\$2,045,546 63
Taxes,	142,394 21
TOTAL OPERATING EXPENSES AND TAXES,	\$2,187,940 84
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Construction not apportioned,	\$8,336 63
TOTAL FOR CONSTRUCTION,	8,336 63
Passenger, mail, and baggage cars (3 completed and 6 in process),	40,096 15
TOTAL FOR EQUIPMENT,	40,096 15
Other expenditures charged to property account,	392,182 77
Real estate,	\$9,055 90
Somerville improvements,	32,589 41
Prison land improvements,	284 78
Improvements Vermont & Mass. R. R.,	350,252 68
TOTAL CHARGES TO PROPERTY ACCOUNTS,	440,615 55
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
The amount expended for improvements on Vermont & Massachusetts has been charged to that road, \$1,897,213 36	
Total credits to property accounts,	1,897,213 36
NET REDUCTION TO PROPERTY ACCOUNT FOR THE YEAR,	1,456,597 81

Balance Sheet, Sept. 30, 1883.

ASSETS.

Cost of road,	\$4,567,860 67
Cost of equipment,	2,366,200 23
Lands in Boston and on line of road,	278,856 26
Stock of Hoosac Tunnel Dock and Elcator Co.,	374,000 00
Somerville improvements,	261,553 77
Prison land improvements,	14,351 38
TOTAL PERMANENT INVESTMENTS,	\$7,862,822 31

Cash,	\$211,608 23	
Bills receivable,	147,555 05	
Due from agents and companies,	156,432 19	
Materials and supplies,	409,571 59	
Debit balances,	756,421 06	
TOTAL CASH ASSETS,		\$1,681,588 12
TOTAL ASSETS,		\$9,544,410 43
LIABILITIES.		
Capital stock,		\$4,950,000 00
Funded debt,		3,500,000 00
Unfunded debt, viz.:		777,087 27
Interest unpaid,	\$95,745 00	
Dividends unpaid,	9,621 00	
Notes payable,	510,500 00	
Vouchers and accounts,	161,221 27	
Profit & Loss balance,		317,323 16
TOTAL LIABILITIES,		\$9,544,410 43
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		874,115
Freight-train mileage,		970,023
TOTAL REVENUE-TRAIN MILEAGE,		1,844,138
Switching-train mileage,		445,937
Other train mileage,		17,150
TOTAL TRAIN MILEAGE,		2,307,225
Number of season-ticket passengers *		492,983
Number of local passengers (including season),		2,931,944
Number of through passengers (to and from other roads),		226,699
TOTAL NUMBER OF PASSENGERS CARRIED,		3,158,643
Local passenger mileage (local passengers carried one mile),		38,191,717
Through passenger mileage (through passengers carried one mile),		12,415,902
TOTAL PASSENGER MILEAGE,		50,607,619
Number tons of local freight,		612,728
Number tons through freight (to and from other roads),		1,418,394
TOTAL NUMBER TONS FREIGHT CARRIED,		2,031,122
Local freight mileage (tons local freight carried one mile),		18,078,248
Through freight mileage (tons through freight carried one mile),		135,787,172
TOTAL FREIGHT MILEAGE,		153,865,420
Average weight of passenger-trains (exclusive of passengers),		125 tons.
Average number of cars in passenger-trains,		4.7
Average weight of freight-trains (exclusive of freight),		290 tons.
Average number of cars in freight-train,		24
Average number of persons employed,		1,951
DESCRIPTION OF ROAD.		
Main line of road from Boston to Fitchburg,		50.00 miles.
Main line of road in Massachusetts,		50.00 "
Double track on main line,		50.00 "
Same in Massachusetts,		50.00 "
Branches owned by company, viz.:		
Freight and ice in Boston (double track), . . . . .		.68 "
Watertown Branch (single track),		6.60 "

* Reckoning twelve passengers per week for time of each season ticket.

Lancaster & Sterling & Marlborough (single track), . . .	12.42 miles.
Peterborough & Shirley (single track),	23.62 "
Total length of branches owned by company,	43.32 "
Total length of branches owned by company in Massachusetts,	33.95 "
Total length of branches owned by company in New Hampshire,	9.37 "
Double track on branches, . . . . .	.68 "
Same in Massachusetts, . . . . .	.68 "
Total road belonging to this company,	93.32 "
Sidings and other tracks not above enumerated,	63.50 "
Same in Massachusetts,	61.96 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	207.50 "
Same in Massachusetts,	196.59 "
Total length of steel rails in tracks, not including steel-top rails,	106.20 "
[Weights per yard, 60 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.</i>	
Vermont & Massachusetts Railroad, length,	56.00 miles.
Turner's Falls Branch, length,	2.80 "
Troy & Greenfield Railroad & Hoosac Tunnel, length,	37.00 "
Total length of above road,	95.80 "
Total length of above roads in Massachusetts,	95.80 "
Total miles of road operated by this company,	189.12 "
Total miles of road operated by this company in Massachusetts,	179.75 "
Number of stations in Massachusetts on all roads operated by this company,	72
Number of telegraph-offices in same,	44
Number of stations on all roads owned by this company,	48
Same in Massachusetts,	45
EQUIPMENT.	
Number of locomotives (leased, 10; owned, 88),	98
Number of passenger cars (leased, 15; owned, 81),	96
Number of baggage, mail, and express cars (leased, 4; owned, 27),	31
Number of freight cars (basis of 8 wheels), (leased, 256; owned, 2,812),	3,068
Number of other cars (owned, 169),	169

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	2	1	2	1	2
Employees,	-	1	4	44	4	45	4	45
Others,	-	1	11	11	11	12	11	12

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 3, 1882. — O. Pillsbury, employee, thumb injured while coupling cars at Watertown.

October 13. — C. A. Howe, express messenger, injured by express matter falling upon him caused by a collision with the rear of a freight train at East Deerfield.

October 17. — Frank Haley, employee, was fatally injured at Charlestown. He was walking along with some cars preparatory to coupling them with other cars, and caught his foot under a brake-beam.

October 26. — R. D. Leonard was killed east of Athol station by jumping from a moving train.

October 28. — Daniel Mahoney, employee, had an arm crushed at Charlestown by putting it between the spokes of an engine wheel.

November 1. — D. F. Nash, employee, while coupling an engine to a car in Charlestown yard, caught his foot in a switch. The tender ran on to it, badly crushing it.

November 2. — J. C. McCue, employee, while pulling a car pin in Charlestown yard, caught his foot in a switch. He was thrown to the ground and his leg, which was lying beside the rail, was run over to the knee by a car wheel.

November 3. — Harry Hardy, employee, while walking over the cars of a gravel train at Waverley, fell between the cars. Both legs were run over.

November 4. — Patrick Cusick, employee, while coming down the end ladder of a car at Charlestown, lost his balance, fell to the ground, and was slightly injured.

November 15. — Michael Corrigan, while walking on the track in Waltham, was run over and killed.

November 27. — Adam Birney, employee, while pulling a pin between two freight cars in Charlestown yard, had his arm severely jammed.

November 27. — John Greenough, employee, while climbing up the side ladder of a freight car in Charlestown yard, was caught between the roof of the car and a car on a siding. He was somewhat bruised.

November 29. — J. T. Douglas, employee, was slightly injured while trying to chain two cars together in Charlestown yard.

December 5. — John C. Kiley was found beside the track between Dane and Park streets, Somerville. It is supposed that he was killed by a night train, but none of the train men know anything about it.

December 10. — George H. Tirrell, employee, was severely injured while coupling cars in Charlestown yard.

December 16. — Daniel Reardon was fatally injured while on the track west of the Eastern Railroad crossing.

December 20. — John Connell was killed while walking on the track between North Leominster and Fitchburg.

December 22. — C. Carter, employee, while assisting in pulling gravel cars on dump track, Somerville, stumbled and fell. One car wheel ran against him, breaking one or two ribs.

December 30. — A. R. Ormsby, employee, while coupling cars at Fitchburg, had one finger crushed.

January 13, 1883. — L. Corliss, employee, while coupling cars at Turner's Falls, had one finger jammed.

January 18. — Winifred Waters attempted to leave a car at Boston after the train had started. Was thrown down and slightly bruised.

January 21. — E. H. Ward, employee, while coupling cars at Union Square, had one hand crushed.

January 23. — P. J. Sullivan, employee, while coupling cars at Charlestown, had his thumb broken.

January 26. — Charles Marshall, while walking on the track east of Brick-yards, was struck by a train and slightly injured.

February 1. — Charles H. Dingwell, employee, while pulling a car pin in Charlestown, was seriously injured.

February 2. — William Anderson, employee, while stepping from the top of one freight car to another in Charlestown yard, was thrown to the ground by the breaking of a link and slightly injured.

February 9. — M. C. Tower, employee, was fatally injured at Athol while coupling cars.

February 10. — F. W. Lindsay, employee, was injured at Union Square, while pulling a pin between the engine and a car.

February 12. — F. W. Barnes, employee, was injured while coupling cars at North Leominster.

February 24. — David Crandall, employee, was injured while coupling cars at Union Square.

February 24. — Patrick Shea, employee, stepped from the inward track at West Fitchburg to avoid a train, and was struck by a train on the other track and killed.

February 27. — William H. Caswell, employee, while walking between two cars he had coupled in Charlestown yard, caught his foot in a frog. His foot was run over and badly crushed.

March 4. — A boy named Cunningham ran under the gates at Medford Street, Somerville, and attempted to cross between two cars. His foot was caught between the pin and bunter, and somewhat injured.

March 16. — W. F. Ward, employee, was injured in Charlestown while putting a stake he had been using on to a moving engine.

March 16. — C. H. Chapman, employee, had a finger broken at Ashburnham while pulling a pin between an engine and car.

March 23. — Jonathan Higgins, while walking on the track near Concord Junction, was struck by a passenger train and slightly injured.

March 30. — J. W. Hanscom, employee, had a finger broken while coupling cars in Charlestown yard.

March 31. — E. A. Kent, employee, was slightly injured while coupling cars at Fitchburg.

March 31. — Charles Booth, employee, was slightly injured while coupling cars at Fitchburg.

April 6. — W. W. Field, employee, was injured while coupling cars in Charlestown yard.

April 10. — A boy named John McDonald was stealing a ride at Greenfield and jumped off before the train had come to a stop. He was somewhat injured on the head.

April 12. — F. E. Vandemack, employee, was slightly injured while coupling cars at Ashburnham.

April 18. — Thomas Smith, a boy ten years old, got upon a passenger train which was being switched at Waltham. He jumped off at Moody Street, was thrown to the ground and injured in the foot.

April 19. — W. H. Roberts, employee, was injured in the hand while coupling cars in Charlestown yard.

April 24. — George Whittle, while walking on the track west of Medford Street crossing in Somerville, stepped in front of the engine of the milk train and was fatally injured.

May 3. — David Crandall, employee, injured in the arm while coupling cars at Union Square.

May 11. — Calvin R. Rogers attempted to cross the track in front of an approaching train at Miller's Falls, and was struck by the locomotive. One arm was broken and he received some flesh wounds.

May 26. — Charles A. Bugbee, employee, was injured at Fitchburg by falling from the top of a freight car.

June 2. — James Clark, while walking on the track west of Waltham Station, was struck by a passenger train and injured.

June 6. — Allan McNaught, employee, was injured at Union Square while pulling a pin between two freight cars.

June 8. — F. W. Barnes, employee, was injured while coupling cars at Charlestown.

June 12. — B. Bathrick, employee, was injured at Union Square by being caught between the bunters of two freight cars.

June 15. — A. Birney, employee, was injured at Union Square while coupling cars.

June 18. — H. C. Gilbert, laborer, was injured at Miller's Falls by a stone which rolled down a bank at which he was at work.

June 21. — Albert Sherwood, employee, was injured at Boston while coupling an engine to a passenger car.

June 23. — C. L. Heywood stepped in front of a moving engine at Roberts, and was fatally injured.

June 26. — F. E. Howland, employee, was injured at Baldwinsville. He attempted to get on top of the train from a saloon car, and was knocked off by coming in contact with the frame of the water pipe.

June 30. — Henry W. Smith, while standing on the track west of Cambridge Station, was struck by the engine of a passenger train and killed.

July 4. — Patrick McDonald was fatally injured at Fitchburg. He passed around the gates, attempted to cross the track and was struck by the train.

July 4. — John Kennedy, employee, was killed at Otter River. He was run over while lying between the rails.

July 12. — D. O'Brien jumped from an express passenger train near Putnam Street crossing, in Fitchburg. He was not seriously injured.

July 24. — A boy two and a half to three years old, named Kelley, was fatally injured in Somerville. He was playing near the track and suddenly ran in front of an engine.

July 30. — Ellen Lendrick was injured while walking on the track in Weston.

August 1. — John Sullivan, while lying on the track near Hill's crossing, was struck by a freight train and injured on the head.

August 8. — George Farwell, employee, was injured at Boston while throwing a switch.

August 16. — W. E. Smith, employee, was injured at Charlestown by being caught between a car and the milk-track platform.

August 20. — W. W. Jones, employee, was injured at Leominster by being caught between a car and the tender of an engine.

August 22. — John Carney, employee, stepped on the track in front of a passenger train at Charlestown and was seriously injured.

August 23. — James Martello was fatally injured, and Napoleon Laroche was slightly injured, while walking on the track near Block Island, in Cambridge.

September 7. — J. W. Smith, employee, was injured while coupling cars at Charlestown.

September 12. — Andrew Jameson, employee, was injured at South Acton while attempting to get on a moving freight train.

September 25. — Daniel Kennady attempted to cross the track between two freight cars, near Medford Street, Somerville, and was slightly injured.

September 25. — Dennis Colman, employee, was injured while coupling cars at Fitchburg.

September 30. — Michael Curran was found lying beside the track west of Brick-yards with a bad wound on the head. We do not find that he was struck by any of our trains.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	51 tons.
Average weight of locomotives in working order, . . .	34½ "
Maximum weight of tenders full of fuel and water, . . .	29 "
Average weight of tenders full of fuel and water, . . .	21 "
Maximum weight of passenger cars, . . .	23 "
Average weight of passenger cars, . . .	20 "
Average weight of mail and baggage cars, . . .	18 "
Average weight of 8-wheel box freight cars, . . .	20 "
Average weight of 4-wheel box freight cars, . . .	4½ "
Average weight of 8-wheel platform cars, . . .	7½ "
Average weight of 4-wheel platform cars, . . .	3¾ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	49 ft. 6 in.
Total length of heaviest engine and tender over all, . . .	55 ft. 6 in.
Number of locomotives equipped with train-brake, . . .	51
[Kind of brake: Westinghouse Automatic.]	
Number of cars equipped with train-brake, . . .	133
[Kind of brake: Westinghouse Automatic.]	
Number of passenger-cars with Miller platform and buffer, . . .	96

BRIDGES.

Number of trestle bridges of 25 feet length and upwards, . . .	16
Aggregate length of same for single track (1,604 feet).	
Aggregate length of same for double track (515 feet).	
Aggregate length of same for triple track (4,372 feet).	
Number of spans of iron bridges of 25 feet and upwards, . . .	9
Aggregate length of same for single track (124 feet).	
Aggregate length of same for double track (407 feet).	
Number of spans of timber bridges of 25 feet and upwards, . . .	7
Aggregate length of same for single track (154 feet).	
Aggregate length of same for double track (126 feet).	
Aggregate length of same for triple track (44 feet).	
Number of crossings of highways at grade, . . .	129
Number of crossings of highways over railroad, . . .	20
Number of crossings of highways under railroad, . . .	9
Number of highway bridges 18 feet above track, . . .	1
Number of highway bridges less than 18 feet above track, . . .	19
Number of crossings at which gates or flagmen are maintained, . . .	53
Number of crossings at which electric signals are maintained, . . .	15
Number of crossings at which there are neither signals nor flagmen, . . .	76
Number of railroad-crossings at grade (specifying each): . . .	7
Boston & Maine.	
Eastern.	
Grand Junction.	
Framingham & Lowell.	

Worcester & Nashua (main road).	
Worcester & Nashua (Peterborough & Shirley).	
Boston, Clinton & Fitchburg.	
Number of railroad-crossings under other railroads (specifying each):	3
Boston & Lowell.	
Massachusetts Central (main road).	
Massachusetts Central (Lancaster & Sterling branch).	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.21 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.24 "
Average rate of fare per mile for season-ticket passengers,	.77 "
Average rate of fare per mile received from all passengers,	1.77 "
Average rate of local freight per ton per mile,	3.63 "
Average rate of freight per ton per mile received from freight to and from other roads,	.87 "
Average rate of freight per ton per mile received from all freight,	1.19 "
RELATING TO PASSENGERS:	
Passengers to Boston (including season),	1,105,106
Passengers from Boston (including season),	1,109,183
Season-ticket passengers to and from Boston,	371,862
CAPITAL STOCK.	
Capital stock authorized by charter	\$8,000,000 00
Capital stock authorized by votes of company,	8,000,000 00
Capital stock issued (number of shares, 49,500); amount paid in,	\$4,950,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	4,950,000 00
Total number of stockholders,	2,797
Number of stockholders in Massachusetts,	2,390
Amount of stock held in Massachusetts,	\$4,321,400 00
DEBT.	
Funded debts, as follows:—	
Bonds due April 1, 1894, rate of interest 7 per cent.,	\$500,000 00
Interest paid on same during year,	\$35,000 00
Bonds due Oct. 1, 1897, rate of interest 6 per cent.,	500,000 00
Interest paid on same during year,	30,000 00
Bonds due Oct. 1, 1899, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	25,000 00
Bonds due Oct. 1, 1900, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	25,000 00
Bonds due Oct. 1, 1901, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	25,000 00
Bonds due April 1, 1902, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	25,000 00
Bonds due April 1, 1903, rate of interest 5 per cent.,	500,000 00
Interest paid on same during year,	12,500 00
TOTAL AMOUNT OF FUNDED DEBT,	\$3,500,000 00

NAME AND RESIDENCE OF OFFICERS.

E. B. Phillips, *President*, Boston, Mass. J. Whitmore, *Traffic Manager*, Boston, Mass. John Adams, *General Superintendent*, Boston, Mass. H. F. Whitcomb, *Auditor*, Boston, Mass. E. K. Turner, *Assistant Superintendent*, Fitchburg, Mass. C. L. Hartwell, *General Freight Agent*, Waltham, Mass.

J. R. Watson, *General Passenger Agent*, Boston, Mass. M. D. Benson, *Treasurer*, Cambridge, Mass. Thomas Whittemore, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. B. Phillips, Boston, Mass. Seth Bemis, Newton, Mass. Robert Codman, Boston, Mass. Rodney Wallace, Fitchburg, Mass. Franklin N. Poor, Somerville, Mass. Charles T. Crocker, Fitchburg, Mass. Charles A. Welch, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

E. B. PHILLIPS,
SETH BEMIS,
ROBERT CODMAN,
RODNEY WALLACE,
FRANKLIN N. POOR,
C. T. CROCKER,
Directors.
M. D. BENSON,
Treasurer.
JOHN ADAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 19, 1883. Then personally appeared E. B. Phillips, Seth Bemis, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, M. D. Benson and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITTEMORE,
Justice of the Peace.

REPORT OF THE GRAFTON CENTRE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$5,490 66
Total expense (including taxes),	6,678 35
Net deficit,	1,187 69
Interest accrued during year:	910 00
On funded debt,	\$700 00
On other debt,	210 00
Balance for the year (deficit),	2,097 69
Balance at commencement of year (deficit),	492 47
Balance Sept. 30, 1883 (deficit),	2,590 16
ANALYSIS OF EARNINGS.	
From local passengers,	\$3,379 25
express and extra baggage,	542 86
mails,	360 00
other sources, passenger department,	1,208 55
<i>Total earnings from passenger department,</i>	<i>5,490 66</i>
TOTAL INCOME FROM ALL SOURCES,	5,490 66
ANALYSIS OF EXPENSES.	
Insurance,	\$52 50
Stationery and printing,	38 25
Contingencies and miscellaneous,	362 71
Repairs of road-bed and track,	2,088 10
Repairs of locomotives,	192 70
Fuel for locomotives,	1,103 14
[Tons of coal, 160½.]	
Oil and waste,	144 55
Locomotive service,	631 00
Repairs of passenger-cars,	933 85
Passenger-train service,	628 00
Agents and station service,	503 55
TOTAL OPERATING EXPENSES,	\$6,678 35
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
TOTAL FOR EQUIPMENT,	\$300 00
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$39,245 98
Cost of equipment,	4,885 00
TOTAL PERMANENT INVESTMENTS,	\$44,130 98

Cash,	\$5 03	
Debit balances (U. S. for mail),	131 25	
TOTAL CASH ASSETS,		\$136 28
Profit & Loss balance,		2,590 16
TOTAL ASSETS,		\$46,857 42
LIABILITIES.		
Capital stock,		\$29,830 00
Funded debt,		10,000 00
Unfunded debt, viz.:		7,027 42
Interest unpaid,	\$2,100 00	
Notes payable,	3,000 00	
Vouchers and accounts,	1,927 42	
TOTAL LIABILITIES,		\$46,857 42
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		14,085
TOTAL REVENUE-TRAIN MILEAGE,		14,085
Number of local passengers (including season),		41,407
TOTAL NUMBER OF PASSENGERS CARRIED,		41,407
Local passenger mileage (local passengers carried one mile),		124,221
TOTAL PASSENGER MILEAGE,		124,221
Average number of persons employed,		7
DESCRIPTION OF ROAD		
Main line of road from Grafton Centre to B. & A. R. R.,		3.0 miles.
Main line of road in Massachusetts,		3.0 "
Sidings and other tracks not above enumerated, . . . . .		.1 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		3.1 "
Same in Massachusetts,		3.1 "
Total miles of road operated by this company,		3.0 "
Total miles of road oper'd by this company in Massachusetts,		3.0 "
Number of stations in Massachusetts on all roads operated by this company,		1
Number of stations on all roads owned by this company,		1
Same in Massachusetts,		1
EQUIPMENT.		
Number of locomotives (leased),		1
Number of passenger-cars (dummy-engine and car combined),		1
Number of freight cars (basis of 8 wheels),		1
GENERAL INFORMATION.		
Number of crossings of highways at grade,		6
Number of railroad-crossings at grade (specifying each),		6
RATES OF FARE, ETC.		
Average rate of fare per mile (not including season tickets) for local passengers on roads oper'd by this company,		6.0 cents.
Average rate of fare per mile received from all passengers,		5.0 "
Average rate of local freight per ton per mile,		1.865 "
CAPITAL STOCK.		
Capital stock authorized by charter,	\$30,000 00	
Capital stock authorized by votes of company,	30,000 00	
Capital stock issued (number of shares, 298); amount paid in,		\$29,800 00

Capital stock paid in on shares not issued (number shares, 2),	\$3) 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	29,830 00
Total number of stockholders,	56
Number of stockholders in Massachusetts,	56
Amount of stock held in Massachusetts,	\$29,830 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds due May 1, 1885, rate of interest 7 per cent.,	\$10,000 00

NAME AND RESIDENCE OF OFFICERS.

D. Webster Norcross, *President and Superintendent*, Grafton Centre, Mass.
 Henry F. Wing, *Treasurer*, Grafton Centre, Mass. Herbert F. Allen, *Clerk of Corporation*, Grafton Centre, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jonathan D. Wheeler, George K. Nichols, Silas A. Forbush, Franklin Baldwin, J. B. White, Joseph A. Dodge, Alden M. Bigelow, Daniel N. Gibbs, Herbert F. Allen, D. Webster Norcross, — all of Grafton, Mass.

PROPER ADDRESS OF THE COMPANY.

GRAFTON CENTRE RAILROAD COMPANY,
 GRAFTON CENTRE, MASS.

D. W. NORCROSS,
 J. B. WHITE,
 GEO. K. NICHOLS,
 JOSEPH A. DODGE,
 H. F. ALLEN,
 D. N. GIBBS,

Directors.

HENRY F. WING,

Treasurer.

D. W. NORCROSS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 5, 1883. Then personally appeared D. W. Norcross, J. B. White, Geo. K. Nichols, Joseph A. Dodge, H. F. Allen, D. N. Gibbs and Henry F. Wing, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALPHONSO A. BALLOU,

Justice of the Peace.

REPORT OF THE HANOVER BRANCH RAILROAD COMPANY, FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$39,293 07
Total expense (including taxes),	31,058 49
Net income,	8,234 58
Interest accrued during year:	1,431 80
On funded debt,	\$1,350 00
On other debt,	81 80
Dividends declared (3 per cent.),	3,714 00
Balance for the year (surplus),	3,088 78
Balance at commencement of year,	125,091 27
Balance Sept. 30, 1883 (surplus),	128,180 05
ANALYSIS OF EARNINGS.	
From local passengers,	\$5,572 10
through passengers (to and from other roads),	14,630 58
express and extra baggage,	1,638 30
mails,	150 00
<i>Total earnings from passenger department,</i>	21,990 98
From local freight,	1,503 76
through freight (to and from other roads),	13,933 92
<i>Total earnings from freight department,</i>	15,437 68
TOTAL TRANSPORTATION EARNINGS,	37,428 66
Income from all other sources, viz.:	1,864 41
Material sold,	\$1,604 41
Interest and rent,	260 00
TOTAL INCOME FROM ALL SOURCES,	\$39,293 07
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$590 00
Insurance,	36 72
Stationery and printing,	54 10
Contingencies and miscellaneous,	423 41
Repairs of buildings,	378 22
Renewal of rails,	4,225 63
Renewal of ties,	903 90
Repairs of road-bed and track,	3,121 17
Repairs of locomotives,	683 89
Fuel for locomotives,	3,660 45
[Tons of coal, 550.]	
Oil and waste,	375 54
Locomotive service,	2,422 25
Repairs of passenger-cars,	2,010 41
Passenger-train service,	1,988 41
Passenger-train supplies,	281 31
Repairs of freight-cars,	1,091 45
Freight-train service,	1,364 41
Freight-train supplies,	12 19
Loss and damage, freight and baggage,	65 50

Personal injuries,	\$3,467 10
Agents and station service,	2,866 81
Station supplies,	20 63
TOTAL OPERATING EXPENSES,	\$30,043 50
Taxes,	1,014 99
TOTAL OPERATING EXPENSES AND TAXES,	\$31,058 49
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Passenger, mail, and baggage cars (number, 1),	\$5,250 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	5,250 00
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
House sold, \$500 00	
Total credits to property accounts,	500 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	4,750 00

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$194,826 66	
Cost of equipment,	71,312 69	
Real estate and telephone line,	1,465 00	
TOTAL PERMANENT INVESTMENTS,		\$267,604 35
Cash,	\$8,998 20	
Sinking fund,	3,000 00	
TOTAL CASH ASSETS,		11,998 20
TOTAL ASSETS,		\$279,602 55

LIABILITIES.

Capital stock,	\$123,950 00	
Funded debt,	27,000 00	
Unfunded debt, viz.:	472 50	
Dividends unpaid, \$472 50		
Profit & Loss balance,		128,180 05
TOTAL LIABILITIES,		\$279,602 55

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	15,560
Freight-train mileage,	9,990
TOTAL TRAIN MILEAGE,	25,550
Number of season-ticket passengers,	10,920
Number of local passengers (including season),	23,490
Number of through passengers (to and from other roads),	70,950
TOTAL NUMBER OF PASSENGERS CARRIED,	94,440
Local passenger mileage (local passengers carried one mile),	92,560
Through passenger mileage (through passengers carried one mile),	213,640
TOTAL PASSENGER MILEAGE,	306,200
Number tons of local freight,	3,740
Number tons through freight (to and from other roads),	17,110
TOTAL NUMBER TONS FREIGHT CARRIED,	20,850

Local freight mileage (tons local freight carried one mile),	15,791
Through freight mileage (tons through freight carried one mile),	57,467
TOTAL FREIGHT MILEAGE,	73,258
Average weight of passenger-trains (exclusive of passengers),	74½ tons.
Average number of cars in passenger-trains,	2.5
Average weight of freight-trains (exclusive of freight),	80 tons.
Average number of cars in freight-train,	7
Average number of persons employed,	26

DESCRIPTION OF ROAD.

Main line of road from North Abington to Hanover,	8.00 miles.
Main line of road in Massachusetts,	8.00 "
Total road belonging to this company,	8.00 "
Sidings and other tracks not above enumerated,	1.00 "
Same in Massachusetts,	1.00 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.00 "
Same in Massachusetts,	9.00 "
Total length of steel rails in tracks, not including steel-top rails,	2.5 "
[Weights per yard, 50 pounds.]	
Total miles of road operated by this company,	8.00 "
Total miles of road operated by this company in Massachusetts,	8.00 "
Number of stations in Massachusetts on all roads operated by this company,	4
Number of telegraph-offices in same,	1
Number of stations on all roads owned by this company,	4
Same in Massachusetts,	4

EQUIPMENT.

Number of locomotives,	3
Number of passenger-cars,	4
Number of baggage, mail and express cars,	2
Number of freight-cars (basis of 8 wheels),	18

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	28 tons.
Average weight of locomotives in working order,	25 "
Maximum weight of tenders full of fuel and water,	15 "
Average weight of tenders full of fuel and water,	12 "
Maximum weight of passenger-cars,	16 "
Average weight of passenger-cars,	16 "
Average weight of mail and baggage cars,	12 "
Average weight of 8-wheel box freight-cars,	8
Average weight of 8-wheel platform-cars,	
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	28 feet.
Total length of heaviest engine and tender over all,	48 "
Number of cars equipped with train-brake,	5
[Kind of brake: Automatic.]	
Number of passenger-cars with Miller platform and buffer,	6
Number of miles of road operated by your company not furnished with telegraph facilities,	6.5 miles.
From Rockland to Hanover (by telephone),	6.5 "
Number of crossings of highways at grade,	18
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	16

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.09 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.29 "
Average rate of fare per mile for season-ticket passengers,	1.12 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.06 "
Average rate of local freight per ton per mile,	1.08 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	4.02 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	4.07 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$160,000 00
Capital stock authorized by votes of company,	160,000 00
Capital stock issued (number of shares, 1,228); amount paid in,	\$123,800 00
Capital stock paid in on shares not issued (number shares, 6),	150 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	123,950 00
Total number of stockholders,	104
Number of stockholders in Massachusetts,	100
Amount of stock held in Massachusetts,	\$121,800 00
DEBT.	
Funded debt as follows:—	
Bonds due April 1, 1885, rate of interest 5 per cent.,	\$7,000 00
Interest paid on same during year,	\$350 00
Bonds due April, 1888, rate of interest 5 per cent.,	10,000 00
Interest paid on same during year,	5,000 00
Bonds due April 1, 1890, rate of interest 5 per cent.,	10,000 00
Interest paid on same during year,	5,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$27,000 00

NAME AND RESIDENCE OF OFFICERS.

E. Y. Perry, *President and General Manager*, South Hanover, Mass. Albert Culver, *Treasurer*, Rockland, Mass. Calvin T. Phillips, *Clerk of Corporation*, South Hanover, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. Y. Perry, South Hanover, Mass. R. J. Lane, Rockland, Mass. E. Q. Sylvester, Hanover, Mass. L. C. Waterman, Hanover, Mass. Albert Culver, Rockland, Mass.

PROPER ADDRESS OF THE COMPANY.

HANOVER BRANCH RAILROAD COMPANY.
SOUTH HANOVER, MASS.

E. Y. PERRY,
R. J. LANE,
ALBERT CULVER,
Directors.
ALBERT CULVER,
Treasurer.
E. Y. PERRY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. Nov. 5, 1883. Then personally appeared E. Y. Perry, R. J. Lane and Albert Culver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. R. STUDLEY,
Justice of the Peace.

REPORT

OF THE

HOLYOKE & WESTFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the New Haven & Northampton Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$29,068 55
Total expense (including taxes),	1,143 25
Net income,	27,925 30
Interest accrued during year:	17,600 00
On funded debt, \$17,600 00	
Dividends declared (4 per cent.),	10,400 00
Balance for the year (deficit),	74 70
Balance at commencement of year, \$13,272 44	
Add: error in New Haven & Northampton Co., 2 16	
Balance at commencement of year as so changed,	13,274 60
Balance Sept. 30, 1883 (surplus),	13,199 90
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$115 00
Contingencies and miscellaneous,	1,028 25
TOTAL EXPENSES,	\$1,143 25
Balance Sheet September 30, 1883.	
ASSETS.	
Cost of road,	\$522,268 89
Cash, \$62 46	
Due from agents and companies, 10,868 55	
TOTAL CASH ASSETS,	10,931 01
TOTAL ASSETS,	\$533,199 90
LIABILITIES.	
Capita stock,	\$260,000 00
Funded debt,	260,000 00
Profit & Loss balance,	13,199 90
TOTAL LIABILITIES,	\$533,199 90
DESCRIPTION OF ROAD.	
Main line o road from Holyoke to Westfield.	10.32 miles.
Main line o road in Massachusetts,	10.32 "
Branches owned by company, viz.	
Side tracks to mills (single track)	6.90 "
Total length of branches owned by company,	6.90 "
Total length of branches owned by company in Massachusetts,	6.90 "
Total road belonging to this company,	17.22 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	17.22 "
Same in Massachusetts,	17.22 "

Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2

GENERAL INFORMATION.

Number of crossings of highways at grade,	5
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	9
Number of highway bridges 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	3

CAPITAL STOCK.

Capital stock authorized by charter,	\$350,000 00
Capital stock authorized by votes of company,	260,000 00
Capital stock issued (number of shares, 2,600); amount paid in,	\$260,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	260,000 00
Total number of stockholders,	15
Number of stockholders in Massachusetts,	14
Amount of stock held in Massachusetts,	\$240,000 00

DEBT.

Funded debt, as follows:—

First mortgage bonds due April, 1891, rate of interest 7 per cent.,	\$200,000 00
Interest paid on same during year,	\$14,000 00
Second mortgage bonds due April, 1898, rate of interest 6 per cent.,	60,000 00
Interest paid on same during year,	\$3,600 00
TOTAL AMOUNT OF FUNDED DEBT,	\$260,000 00

NAME AND RESIDENCE OF OFFICERS.

J. C. Parsons, *President*, Holyoke, Mass. Theophilus Parsons, *Vice-President*, Holyoke, Mass. George W. Prentiss, *Treasurer*, Holyoke, Mass. J. B. O'Donnell, *Clerk of Corporation*, Holyoke, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. C. Parsons, Theophilus Parsons, R. P. Crafts, Wm. Grover, D. J. Landers, Timothy Merrick, E. C. Taft, Jas. H. Newton, H. Stursberg, Jr., — all of Holyoke, Mass.

PROPER ADDRESS OF THE COMPANY,
 HOLYOKE & WESTFIELD RAILROAD COMPANY,
 HOLYOKE, MASS.

J. C. PARSONS,
 THEOP. PARSONS,
 EDWARD C. TAFT,
 WM. GROVER,
 R. P. CRAFTS,
Directors.
 GEO. W. PRENTISS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPTON, ss. Nov. 15, 1883. Then personally appeared before me the above named J. C. Parsons, Theophilus Parsons, Edward C. Taft, William Grover, R. P. Crafts and Geo. W. Prentiss, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. B. O'DONNELL,
Justice of the Peace.

REPORT OF THE HOPKINTON RAILROAD COMPANY,

FOR THE FRACTION OF YEAR ENDING JULY 23, 1883.

[The following report is made upon a basis as though the road had continued under the lease to the date of sale, which is not the fact, the lease having expired May 1, 1883; and the sale of the road was upon July 23, 1883. During the time between the two dates the road was run upon an agreement that the profits (if any) should be equally divided between Geo. Draper, who run the road, and the road, which account is as yet unsettled.]

GENERAL EXHIBIT FOR THE FRACTION OF YEAR.		
Total income,		\$6,104 09
Net income,		6,104 09
Interest accrued during year:		6,696 58
On funded debt,	\$6,104 09	
On other debt,	592 49	
Balance for the year (deficit),		592 49
Balance at commencement of year,		3,826 06
Balance Sept. 30, 1883 (deficit),		4,418 55
ANALYSIS OF EARNINGS.		
Rents for use of road,		\$6,104 09
Income from all other sources, viz.:		
From Providence & Worcester,	\$6,104 09	
TOTAL INCOME FROM ALL SOURCES,		\$6,104 09
Balance Sheet Sept. 30, 1883.		
ASSETS.		
Cost of road,		\$292,525 10
Cash due from stockholders,	\$8,700 00	
Coupon note,	100 00	
Due from agents and companies,	1,729 09	
TOTAL CASH ASSETS,		10,529 09
Profit & Loss balance,		4,418 55
TOTAL ASSETS,		\$307,473 74
LIABILITIES.		
Capital stock,		\$165,100 00
Funded debt,		125,400 00
Unfunded debt, viz.:		16,973 74
Interest unpaid,	\$14,931 58	
Notes payable,	2,042 16	
TOTAL LIABILITIES,		\$307,473 74

DESCRIPTION OF ROAD.	
Main line of road from Milford to Ashland,	11.45 miles.
Main line of road in Massachusetts,	11.45 "
Sidings and other tracks not above enumerated, . . . . .	.14 "
Same in Massachusetts, . . . . .	.14 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts,	11.59 "
Number of stations on all roads owned by this company,	4
Same in Massachusetts,	4
GENERAL INFORMATION.	
Number of crossings of highways at grade,	15
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	13
CAPITAL STOCK.	
Capital stock authorized by charter,	\$400,000 00
Capital stock authorized by votes of company,	165,100 00
Capital stock issued (number of shares, 1,441) ; amount paid in,	\$144,100 00
Capital stock paid in on shares not issued,	12,300 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	
Total number of stockholders,	66
Number of stockholders in Massachusetts,	66
Amount of stock held in Massachusetts,	\$156,400 00

NAME AND RESIDENCE OF OFFICERS.

Erastus Thompson, *President*, Hopkinton, Mass. J. A. Woodbury, *Treasurer*, Hopkinton, Mass. C. W. Claflin, *Clerk of Corporation*, Hopkinton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Erastus Thompson, W. F. Claflin, W. B. Claflin, C. W. Claflin, C. Meserve, M. C. Phipps and J. A. Woodbury of Hopkinton, Mass. Geo. Draper of Milford, Mass. C. H. Tilton of Ashland, Mass.

PROPER ADDRESS OF THE COMPANY.

HOPKINTON RAILROAD COMPANY.

[The road was leased to the Providence & Worcester Railroad. Lease expired May 1, 1883. Road was sold by the bondholders July 23, 1883, to Geo. Draper of Milford, Mass.]

WM. B. CLAFLIN,
W. F. CLAFLIN,
E. THOMPSON,
C. W. CLAFLIN,
Directors.
J. A. WOODBURY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Dec. 10, 1883. Then personally appeared Wm. B. Clafin W. F. Clafin, E. Thompson, J. A. Woodbury and C. W. Clafin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE L. HEMENWAY,
Justice of the Peace.

REPORT

OF THE

HORN POND BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This is merely the track of an ice company, and used only for the transportation of its ice. It is operated by the Boston & Lowell Railroad Corporation.]

Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$15,238 46
TOTAL ASSETS,	\$15,238 46
LIABILITIES.	
Capital stock,	\$2,000 00
Profit & Loss balance,	13,238 46
TOTAL LIABILITIES,	\$15,238 46
DESCRIPTION OF ROAD.	
Main line of road from Woburn Branch to Horn Pond, . . . . .	.663 mile.
Main line of road in Massachusetts, . . . . .	.663 "
Total road belonging to this company, . . . . .	.663 "
Sidings and other tracks not above enumerated, . . . . .	.076 "
Same in Massachusetts, . . . . .	.076 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	.739 "
Same in Massachusetts, . . . . .	.739 "
GENERAL INFORMATION.	
Number of crossings of highways at grade,	1
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	1
CAPITAL STOCK.	
Capital stock authorized by charter,	\$40,000 00
Capital stock authorized by votes of company,	10,000 00
Capital stock issued (number of shares, 100); amount paid in,	\$2,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,000 00
Total number of stockholders,	9
Number of stockholders in Massachusetts,	9
Amount of stock held in Massachusetts,	\$2,000 00

NAME AND RESIDENCE OF OFFICERS.

Horace O. Bright, *President*, Cambridge, Mass. John J. Bright, *Treasurer*, Cambridge, Mass. William H. Preston, *Clerk of Corporation*, Somerville, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace O. Bright, Cambridge, Mass. Charles O. Gage, Arlington, Mass. .
Nelson Bartlett, Boston, Mass. Francis Hall, Boston, Mass. Wm. P.
Draper (unknown.)

PROPER ADDRESS OF THE COMPANY,
HORN POND BRANCH RAILROAD COMPANY,
76 STATE STREET, BOSTON, MASS.

HORACE O. BRIGHT,
CHAS. O. GAGE,
NELSON BARTLETT,
Directors.
JOHN J. BRIGHT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 5, 1883. Then personally appeared Horace O. Bright
Charles O. Gage, Nelson Bartlett and John J. Bright, and severally made
oath to the truth of the foregoing statement by them subscribed, according
to their best knowledge and belief.

JOHN M. TYLER,
Justice of the Peace.

REPORT OF THE LANCASTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Partially constructed only.]

Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$242,448 48
TOTAL ASSETS,	\$242,448 48
LIABILITIES.	
Capital stock,	\$124,920 00
Funded debt,	59,000 00
Notes payable,	58,528 48
TOTAL LIABILITIES,	\$242,448 48
DESCRIPTION OF ROAD.	
Main line of road from Lancaster to Hudson,	8.5 miles.
Main line of road in Massachusetts,	8.5 "

NAME AND RESIDENCE OF OFFICERS.

F. W. Warren, *President pro tem.*, Stow, Mass. S. R. Merrick, *Treasurer and Clerk of Corporation*, Lancaster, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George A. Parker, Geo. W. Howe, S. R. Merrick, W. H. McNeil and Harold Parker of Lancaster, Mass. A. R. Powers, Bolton, Mass. Amory Maynard, Maynard, Mass. F. W. Warren, Stow, Mass. Robert Codman, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

LANCASTER RAILROAD COMPANY,
LANCASTER, MASS.

S. R. MERRICK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 24, 1883. Then personally appeared S. R. Merrick, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ELISHA BRIMHALL,
Justice of the Peace.

REPORT

OF THE

LOWELL & ANDOVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$52,638 61
Total expense (including taxes),	141 54
Net income,	52,497 07
Interest accrued during year:	10,800 00
On funded debt, \$10,800 00	
Dividends declared (7 per cent.),	35,000 00
Balance for the year (surplus),	6,697 07
Balance at commencement of year,	82,561 27
Balance Sept. 30, 1883 (surplus),	89,258 34
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$52,500 00
Income from all other sources, viz.:	138 61
Interest on daily balance in bank, \$138 61	
TOTAL INCOME FROM ALL SOURCES,	\$52,638 61
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$125 00
Contingencies and miscellaneous,	16 54
TOTAL EXPENSES,	\$141 54
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$755,306 20
Cash,	13,952 14
TOTAL ASSETS,	\$769,258 34
LIABILITIES.	
Capital stock,	\$500,000 00
Funded debt,	180,000 00
Profit & Loss balance,	89,258 34
TOTAL LIABILITIES,	\$769,258 34
Present or Contingent Liabilities not included in the Balance Sheet.	
Other liabilities, viz.: —	
Land damages, estimated,	\$5,000 00

DESCRIPTION OF ROAD.	
Main line of road from Lowell to Lowell Junction in Andover,	8.73 miles.
Main line of road in Massachusetts,	8.73 "
Branches owned by company, viz. :	
To Framingham & Lowell Railroad (single track),	1.15 "
To Boston & Lowell Railroad (single track), . . . . .	.22 "
Total length of branches owned by company,	1.37 "
Total length of branches owned by company in Massachusetts,	1.37 "
Total road belonging to this company,	10.10 "
Sidings and other tracks not above enumerated,	3.12 "
Same in Massachusetts,	3.12 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	13.22 "
Same in Massachusetts,	13.22 "
Total length of steel rails in tracks, not including steel-top rails,	4.57 "
Number of stations on all roads owned by this company,	5
Same in Massachusetts,	5
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	6
Number of spans of timber bridges of 25 feet and upwards,	9
Number of crossings of highways at grade,	11
Number of crossings of highways over railroad,	2
Number of highway bridges 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	6
Number of crossings at which there are neither signals nor flagmen,	5
Number of railroad-crossings at grade (specifying each) :	2
One crossing over the Boston & Lowell and Lowell & Lawrence railroads in the city of Lowell.	
One crossing over the Lowell & Lawrence Railroad in the town of Tewksbury.	
CAPITAL STOCK.	
Capital stock authorized by charter,	Unlimited.
Capital stock authorized by votes of company, \$500,000 00	
Capital stock issued (number of shares, 5,000) ; amount paid in,	\$500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	500,000 00
Total number of stockholders,	146
Number of stockholders in Massachusetts,	138
Amount of stock held in Massachusetts,	\$488,000 00
DEBT.	
Funded debt, as follows : —	
Bonds due July 1, 1894, rate of interest 6 per cent.,	\$180,000 00
Interest paid on same during year,	\$10,800 00

NAME AND RESIDENCE OF OFFICERS.

Frederick Ayer, *President*, Lowell, Mass. Benj. Walker, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Frederick Ayer, Lowell, Mass. Arthur P. Bonney, Lowell, Mass. Horace J. Adams, Lowell, Mass. Frederick F. Ayer, Lowell, Mass. Jacob Nichols, Lowell, Mass. Gustavus V. Fox, Lowell, Mass. George Ripley, Andover, Mass. E. M. Sargent, Lowell, Mass. Oliver H. Moulton, Lowell, Mass. Benj. Walker, Lowell, Mass.

PROPER ADDRESS OF THE COMPANY.

LOWELL & ANDOVER RAILROAD COMPANY,

LOWELL, MASS.

FREDERICK AYER,
A. P. BONNEY,
JACOB NICHOLS,
E. M. SARGENT,
OLIVER H. MOULTON,
BENJ. WALKER,

Directors.

BENJ. WALKER,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 6, 1883. Then personally appeared Frederick Ayer, A. P. Bonney, Jacob Nichols, E. M. Sargent, Oliver H. Moulton, and Benj. Walker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAM'L A. CHASE,

Justice of the Peace.

REPORT

OF THE

LOWELL & FRAMINGHAM RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Old Colony Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$35,425 18
Total expense (including taxes),	1,962 60
Net income,	33,462 58
Interest accrued during the year,	25,000 00
On funded debt, \$25,000 00	
Dividends declared (2½ per cent.),	16,618 75
Balance for the year (deficit),	8,156 17
Balance at commencement of year,	12,384 87
Balance Sept. 30, 1883 (surplus),	4,228 70
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$900 00
Legal expenses,	301 00
Contingencies and miscellaneous,	284 24
TOTAL EXPENSES,	\$1,485 24
Taxes,	477 36
TOTAL EXPENSES AND TAXES,	\$1,962 60
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Other expenditures charged to property account:	
Preferred stock issued during the year (101 shares),	\$10,100 00
Common stock issued during the year (35 shares),	3,500 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	13,600 00
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Preferred stock cancelled during the year (182 shares),	18,200 00
NET CREDITS TO PROPERTY ACCOUNT FOR THE YEAR,	4,600 00
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$1,070,236 00
Cost of equipment,	93,064 00
TOTAL PERMANENT INVESTMENTS,	\$1,163,300 00
Cash,	4,228 70
TOTAL ASSETS,	\$1,167,528 70

LIABILITIES.	
Capital stock,	\$658,700 00
Funded debt,	500,000 00
Unfunded debt, viz.:	4,600 00
Vouchers and accounts,	\$4,600 00
Profit & Loss balance,	4,228 70
TOTAL LIABILITIES,	\$1,167,528 70

DESCRIPTION OF ROAD.	
Main line of road from Lowell to Framingham,	26.120 miles.
Main line of road in Massachusetts,	26.120 "
Total road belonging to this company,	26.120 "
Sidings and other tracks not above enumerated,	4.958 "
Same in Massachusetts,	4.958 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	31.078 "
Same in Massachusetts,	31.078 "
Number of stations on all roads owned by this company,	12
Same in Massachusetts,	12

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Sudbury,	Iron girder.	Iron.	33 feet.	August.
Acton,	" "	"	30 "	September.
Acton,	" "	"	35 "	"

BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,	1
Number of spans of timber bridges of 25 feet and upwards,	12
Number of crossings of highways at grade,	37
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,	5
Number of crossings at which electric signals are maintained,	4
Number of crossings at which there are neither signals nor flagmen,	32
Number of railroad-crossings at grade (specifying each):	1
Fitchburg Railroad at Concord Junction.	

CAPITAL STOCK.	
Capital stock authorized by charter,	\$1,025,000 00
Capital stock authorized by votes of company,	658,700 00
Capital stock issued (number of shares, 6,587).	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	\$658,700 00
Total number of stockholders,	247
Number of stockholders in Massachusetts,	233
Amount of stock held in Massachusetts,	\$633,700 00

DEBT.	
Funded debt, as follows:—	
First mortgage bonds, due April 1, 1891, rate of interest 5 per cent.,	\$500,000 00
Interest paid on same during year,	\$25,000 00

NAME AND RESIDENCE OF OFFICERS.

Samuel N. Aldrich, *President*, Marlborough, Mass. Edward D. Hewins, *Treasurer and Clerk of Corporation*, Fitchburg, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel N. Aldrich, Marlborough, Mass. James W. Clark, Framingham, Mass. Hiram A. Blood, Fitchburg, Mass. Jacob Nichols, Lowell, Mass. David E. Harding, Mansfield, Mass. John Fletcher, Acton, Mass. Frank A. Day, Boston, Mass. John H. Buttrick, Lowell, Mass. William O. Brown, Fitchburg, Mass. Charles F. Choate, Cambridge, Mass. Samuel B. Rogers, South Sudbury, Mass. Nathaniel Thayer, Lancaster, Mass.

PROPER ADDRESS OF THE COMPANY.

LOWELL & FRAMINGHAM RAILROAD COMPANY,
FITCHBURG, MASS.

S. N. ALDRICH,
C. F. CHOATE,
N. THAYER,
JAMES W. CLARK,
WM. O. BROWN,
J. H. BUTTRICK,
H. A. BLOOD,
JOHN FLETCHER,
D. E. HARDING,
JACOB NICHOLS,
S. B. ROGERS,
Directors.
E. D. HEWINS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1883. Then personally appeared S. N. Aldrich, C. F. Choate, N. Thayer, James W. Clark, Wm. O. Brown, J. H. Buttrick, H. A. Blood, John Fletcher, D. E. Harding, Jacob Nichols, and S. B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. D. HEWINS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 14, 1883. Then personally appeared the above-named E. D. Hewins, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

S. N. ALDRICH,
Justice of the Peace.

REPORT

OF THE

MARTHA'S VINEYARD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$5,639 29
Total expense (including taxes),	5,196 59
Net income,	442 70
Interest accrued during the year:	2,178 43
On funded debt, \$2,160 00	
On other debt, 18 43	
Balance for the year (deficit),	1,735 73
Balance at commencement of year,	31,170 30
Balance Sept. 30, 1883 (surplus),	29,434 57
ANALYSIS OF EARNINGS.	
From local passengers,	\$5,425 88
express and extra baggage,	24 00
other sources, passenger department,*	162 94
<i>Total earnings from passenger department,</i>	5,612 82
TOTAL TRANSPORTATION EARNINGS,	5,612 82
Income from all other sources, viz.:	
Sale of lumber, posts, etc.,	26 47
TOTAL INCOME FROM ALL SOURCES,	\$5,639 29
ANALYSIS OF EXPENSES.	
Insurance,	\$76 00
Stationery and printing,	39 65
Contingencies and miscellaneous,	62 95
Repairs of bridges (including culverts and cattle-guards),	105 71
Repairs of buildings,	4 51
Repairs of fences, road-crossings and signs,	157 94
Renewal of ties,	489 86
Repairs of road-bed and track,	2,085 99
Repairs of locomotives,	248 05
Fuel for locomotives,	365 87
Oil and waste,	82 13
Locomotive service,	605 00
Repairs of passenger-cars,	22 23
Passenger-train service,	324 28
Agents and station service,	493 00
TOTAL OPERATING EXPENSES,	\$5,163 17
Taxes,	33 42
TOTAL OPERATING EXPENSES AND TAXES,	\$5,196 59

* Received from freight on passenger trains.

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$91,462 47
Cost of equipment,	14,031 00
Furniture,	130 39
Lands in Edgartown,	3,371 24

TOTAL PERMANENT INVESTMENTS,	\$108,995 10
Cash,	\$662 29
Debit balances,	129 18

TOTAL CASH ASSETS,	791 47
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TOTAL ASSETS,	\$109,786 57
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LIABILITIES.

Capital stock,	\$40,000 00
Funded debt,	36,000 00
Unfunded debt, viz:	4,352 00
Interest unpaid,	\$4,320 00
Dividends unpaid,	6 00
Vouchers and accounts,	26 00

Profit & Loss balance,	29,434 57
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TOTAL LIABILITIES,	\$109,786 57
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Present or Contingent Liabilities not included in the Balance Sheet.

Other liabilities, etc.: Samuel Osborn, Jr., has sued the company for a claim of about	\$300 00
The company does not acknowledge the claim.	

TOTAL,	\$300 00
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MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	6,727
TOTAL TRAIN MILEAGE,	6,727
Number of local passengers (including season),	25,536
TOTAL NUMBER OF PASSENGERS CARRIED,	25,536
Local passenger mileage (local passengers carried one mile),	212,715
TOTAL PASSENGER MILEAGE,	212,715
Average number of persons employed,	10

DESCRIPTION OF ROAD.

Main line of road from Oak Bluffs to Katama,	8.33 miles.
Main line of road in Massachusetts,	8.33 "
Branches owned by company, viz:	
Katama to South Beach (single track), . . . . .	.45 "
Total length of branches owned by company, . . . . .	.45 "
Total length of branches owned by company in Massachusetts, . . . . .	.45 "
Total road belonging to this company,	8.78 "
Sidings and other tracks not above enumerated, . . . . .	.50 "
Same in Massachusetts, . . . . .	.50 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.28 "
Same in Massachusetts,	9.28 "
Total miles of road operated by this company,	8.78 "
Total miles of road operated by this company in Massachusetts,	8.78 "

Number of stations in Massachusetts on all roads operated by this company,	4
Number of stations on all roads owned by this company,	4
EQUIPMENT.	
Number of locomotives,	1
Number of passenger-cars,	3
Number of baggage, mail and express cars,	1
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards,	1
Aggregate length of same for single track (500 feet).	
Number of crossings of highways at grade,	4
Number of crossings at which there are neither signals nor flagmen,	4
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets), for local passengers on roads operated by this company,	3.5 cents.
Average rate of fare per mile received from all passengers,	3.5 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$40,000 00
Capital stock authorized by votes of company,	40,000 00
Capital stock issued (number of shares, 400); amount paid in,	\$40,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	40,000 00
Total number of stockholders,	22
Number of stockholders in Massachusetts,	21
Amount of stock held in Massachusetts,	\$37,700 00
DEBT.	
Funded debt, as follows:—	
First mortgage bonds due November, 1884, rate of interest 6 per cent.,	\$36,000 00

NAME AND RESIDENCE OF OFFICERS.

E. P. Carpenter, *President*, Foxborough, Mass. G. A. Carpenter, *Superintendent*, Foxborough, Mass. J. T. Pease, *Treasurer*, Edgartown, Mass. Joel H. Hills, *Clerk of Corporation*, Newton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

E. P. Carpenter, Foxborough, Mass. J. H. Hills, Newton, Mass. G. N. Collins, Edgartown, Mass. Henry Ripley, Edgartown, Mass. Laban Pratt, Neponset, Mass. J. K. Baker, South Dennis, Mass. N. M. Jernegan, Cottage City, Mass.

PROPER ADDRESS OF THE COMPANY.

MARTHA'S VINEYARD RAILROAD COMPANY,
EDGARTOWN, MASS.

E. P. CARPENTER,
J. K. BAKER,
HENRY RIPLEY,
JOEL H. HILLS,
Directors.
J. T. PEASE,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

DUKES COUNTY, ss. EDGARTOWN, Oct. 27, 1883. Then personally appeared J. T. Pease, Treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. H. PEASE,

Notary Public.

E. P. Carpenter, J. K. Baker, Henry Ripley, and Joel H. Hills, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. A. W. OESTING,

Justice of the Peace.

REPORT

OF THE

MASSACHUSETTS CENTRAL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$52,148 31
Total expense (including taxes),	59,418 07
Net income (deficit),	7,269 76
Rentals:	4,803 00
Boston & Lowell Railroad Company,	\$4,803 00
Interest accrued during year:	215,076 59
On funded debt,	\$210,000 00
On other debt,	5,076 59
Balance for the year (deficit),	227,149 35
Balance at commencement of year (deficit),	143,703 54
Deduct: Profit & Loss,	21,777 01
Balance at commencement of year as so changed,	121,926 53
Balance Sept. 30, 1883 (deficit),	348,806 12
ANALYSIS OF EARNINGS.*	
From local passengers,	\$21,343 16
through passengers (to and from other roads),	4,801 93
express and extra baggage,	1,767 79
mails,	1,031 50
other sources, passenger department,	5,719 65
<i>Total earnings from passenger department,</i>	34,664 03
From local freight,	1,764 92
through freight (to and from other roads),	11,266 20
other sources, freight department,	1,085 00
<i>Total earnings from freight department,</i>	14,116 12
TOTAL TRANSPORTATION EARNINGS,	\$48,780 15
Income from all other sources, viz.:	3,368 16
Rents,	\$1,268 16
Loans,	2,100 00
TOTAL INCOME FROM ALL SOURCES,	\$52,148 31
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$9,622 30
Legal expenses,	180 06
Insurance,	531 55
Stationery and printing,	607 81
Outside agencies and advertising,	380 48
Contingencies and miscellaneous,	1,924 40
Repairs of bridges (including culverts and cattle-guards),	618 93
Repairs of buildings,	190 20
Repairs of road-bed and track,	8,216 93

* Operated to May 4.

Repairs of locomotives,	\$2,296 94
Fuel for locomotives,	11,505 06
[Tons of coal, 2,033.]	
Water supply,	500 86
Oil and waste,	866 59
Locomotive service,	5,980 65
Repairs of passenger-cars,	2,050 07
Passenger-train service,	3,496 64
Passenger-train supplies,	354 04
Mileage passenger-cars,	17 96
Repairs of freight-cars,	411 39
Freight-train service,	1,287 76
Freight-train supplies,	58 57
Telegraph expenses,	1,006 38
Loss and damage, freight and baggage,	63 80
Agents and station service,	4,466 80
Station supplies,	733 90
TOTAL OPERATING EXPENSES,	\$57,370 07
Taxes,	2,018 00
TOTAL OPERATING EXPENSES AND TAXES,	\$59,418 07
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$153 42
Bridging,	4,224 50
Passenger and freight stations, wood-sheds, and water-stations,	8 00
Engine-houses, car-sheds, and turn-tables,	261 85
TOTAL FOR CONSTRUCTION,	\$4,647 77
Other expenditures charged to property account:	
Account mortgages on equipment,	16,220 17
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$20,867 94
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
Material sold,	\$56,600 14
Equipment sold,	54,500 00
Total credits to property accounts,	111,100 14
NET DEDUCTION FROM PROPERTY ACCOUNT FOR THE YEAR,	90,232 20
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$7,003,763 98
TOTAL PERMANENT INVESTMENTS,	\$7,003,763 98
Cash,	\$4 48
Due from agents and companies,	1,432 18
TOTAL CASH ASSETS,	1,436 66
Profit & Loss balance,	348,806 12
TOTAL ASSETS,	\$7,354,006 76

150 MASSACHUSETTS CENTRAL RAILROAD. [Jan.

LIABILITIES.	
Capital stock,	\$3,500,000 00
Funded debt,	3,500,000 00
Unfunded debt, viz.:	354,006 76
Interest unpaid,	\$315,000 00
Notes payable,	2,100 00
Vouchers and accounts,*	36,906 76
TOTAL LIABILITIES,	\$7,354,006 76
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Other liabilities, viz.:	
Claims for land damage, etc.,	\$80,000 00
TOTAL,	\$80,000 00
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	77,966
Freight-train mileage,	14,455
TOTAL REVENUE-TRAIN MILEAGE,	92,421
Switching-train mileage,	2,863
Other train mileage,	796
TOTAL TRAIN MILEAGE,	96,080
Number of season-ticket passengers,	17,801
Number of local passengers (including season),	80,976
Number of through passengers (to and from other roads),	5,922
TOTAL NUMBER OF PASSENGERS CARRIED,	86,898
Local passenger mileage (local passengers carried one mile),	1,272,656
Through passenger mileage (through passengers carried one mile),	199,878
TOTAL PASSENGER MILEAGE,	1,472,534
Number tons of local freight,	1,414
Number tons through freight (to and from other roads),	8,260
TOTAL NUMBER TONS FREIGHT CARRIED,	9,674
Local freight mileage (tons local freight carried one mile),	23,653
Through freight mileage (tons through freight carried one mile),	195,825
TOTAL FREIGHT MILEAGE,	219,478
Average weight of passenger-trains (exclusive of passengers),	160,000 lbs.
Average number of cars in passenger-trains,	3
Average weight of freight-trains (exclusive of freight),	130,000 lbs.
Average number of cars in freight-train,	10
Average number of persons employed,	103
DESCRIPTION OF ROAD.	
Main line of road from Cambridge to Northampton,	103.50 miles.
Main line of road in Massachusetts,	103.50 "
Track laid, if road is not completed,	44.03 "
Branches owned by company, viz.:	
Amherst to West Deerfield (single track),	13.20 "
Total length of branches owned by company,	13.20 "
Total length of branches owned by company in Massachusetts,	13.20 "
Total road belonging to this company,	116.70 "
Sidings and other tracks not above enumerated,	3.13 "
Same in Massachusetts,	3.13 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	47.16 "
Same in Massachusetts,	47.16 "

* This amount represents claims filed against the company, the liability upon a large portion of which is not admitted as valid claims.

Total length of steel rails in tracks, not including steel-top rails,	47.16 miles.
[Weights per yard, 60 pounds.]	
Total miles of road operated by this company,	43.60 "
Total miles of road operated by this company in Massachusetts,	43.60 "
Number of stations in Massachusetts on all roads operated by this company,	23
Number of telegraph-offices in same,	11
Number of stations on all roads owned by this company,	23
Same in Massachusetts,	23

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Oakdale,	Howe Truss.	Wood.	65 feet.	1882.

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,	11
Aggregate length of same for single track (3,263 feet).	
Number of spans of iron bridges of 25 feet and upwards,	18
Aggregate length of same for single track (1,500 feet).	
Number of spans of timber bridges of 25 feet and upwards,	1
Aggregate length of same for single track (65 feet).	
Number of crossings of highways at grade,	50
Number of crossings of highways over railroad,	9
Number of crossings of highways under railroad,	7
Number of highway bridges 18 feet above track,*	9
Number of railroad-crossings at grade (specifying each):	2
Lowell & Framingham, 1.	
Worcester & Nashua, 1.	
Number of railroad-crossings over other railroads (specifying each):	5
Fitchburg, 3.	
Old Colony, 1.	
Boston, Barre & Gardner, 1.	

RELATING TO PASSENGERS.

Passengers to Boston (including season),	35,351
Passengers from Boston (including season),	31,247
Season-ticket passengers to and from Boston,	11,146

CAPITAL STOCK.

Capital stock authorized by charter	\$6,000,000 00
Capital stock authorized by votes of company,	3,500,000 00
Capital stock issued (number of shares, 35,000); amount paid in,	\$3,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	3,500,000 00
Total number of stockholders,	653
Number of stockholders in Massachusetts,	624
Amount of stock held in Massachusetts,	\$3,405,200 00

DEBT.

Funded debts, as follows:—

Coupon bonds due Jan. 1, 1900, rate of interest 6 per cent.,	\$3,440,000 00
Registered bonds due Jan. 1, 1900, rate of interest 6 per cent.,	60,000 00

TOTAL AMOUNT OF FUNDED DEBT, \$3,500,000 00

* Cambridge to Jefferson's.

NAME AND RESIDENCE OF OFFICERS.

Samuel N. Aldrich, *President*, Marlborough, Mass. George F. Seymour, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel N. Aldrich, Marlborough, Mass. J. Edwin Smith, Worcester, Mass. Henry F. Hills, Amherst, Mass. William T. Parker, Boston, Mass. Thomas H. Perkins, Boston, Mass. Elisha S. Converse, Malden, Mass. William M. Gaylord, Northampton, Mass. Henry Woods, Boston, Mass. Lyman Hollingsworth, Cohasset, Mass. Moses W. Richardson, Boston, Mass. Charles R. McLean, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

MASSACHUSETTS CENTRAL RAILROAD COMPANY,
BOSTON, MASS.

S. N. ALDRICH,
WILLIAM T. PARKER,
CHAS. R. McLEAN,
MOSES W. RICHARDSON,
E. S. CONVERSE,
HENRY WOODS,
T. H. PERKINS,

Directors.

GEO. F. SEYMOUR,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 19, 1883. Then personally appeared Samuel N. Aldrich, William T. Parker, Charles R. McLean, Moses W. Richardson, Elisha S. Converse, Henry Woods, Thomas H. Perkins, and George F. Seymour, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. A. BRUCE,
Justice of the Peace.

REPORT

OF THE

MILFORD, FRANKLIN & PROVIDENCE R. R. COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is operated by the Milford & Woonsocket Railroad Company.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$31,953 64
Bridging,	1,455 04
Superstructure, including rails,	26,793 34
Land, land damages, and fences,	2,176 93
Engineering, agencies, salaries, and other expenses during construction,	9,251 98
TOTAL FOR CONSTRUCTION,	71,630 93

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$86,816 59
Land damage,	650 00
TOTAL PERMANENT INVESTMENTS,	\$87,466 59
Materials and supplies,	3,394 05
TOTAL ASSETS,	\$90,860 64

LIABILITIES.

Capital stock,	\$90,000 00
Unfunded debt, viz.:	860 64
Vouchers and accounts,	\$860 64
TOTAL LIABILITIES,	\$90,860 64

DESCRIPTION OF ROAD.

Main line of road from Bellingham to Franklin,	4.6 miles.
Main line of road in Massachusetts,	4.6 "
Total road belonging to this company,	4.6 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.6 "
Same in Massachusetts,	4.6 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued (number of shares, 1,000).	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	\$90,000 00
Total number of stockholders,	26
Number of stockholders in Massachusetts,	24
Amount of stock held in Massachusetts,	\$88,920 00

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. William F. Draper, *Vice-President*, Hopedale, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. George Draper, Hopedale, Mass. Joseph G. Ray, Franklin, Mass. Moses Farnum, Franklin, Mass. Edgar K. Ray, Franklin, Mass. George A. Draper, Hopedale, Mass. James F. Ray, Franklin, Mass. William F. Draper, Hopedale, Mass. George W. Wiggin, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD, FRANKLIN & PROVIDENCE RAILROAD COMPANY,
FRANKLIN, MASS.

JAMES P. RAY,
JOSEPH G. RAY,
MOSES FARNUM,
JAMES F. RAY,
GEORGE W. WIGGIN,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, ss. FRANKLIN, Nov. 7, 1883. Then personally appeared James P. Ray, Joseph G. Ray, Moses Farnum, James F. Ray, and George W. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT OF THE MILFORD & WOONSOCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Since May 1, 1883, this company has operated its own road, including the Hopkinton and the Milford, Franklin & Providence railroads, leased prior to that date to the Providence & Worcester Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$21,509 70
Total expense (including taxes),	19,145 05
Net income,	2,364 65
Interest accrued during year:	1,330 00
On funded debt, \$1,330 00	
Balance for the year (surplus),	1,034 65
Balance at commencement of year, \$15,420 77	
Add: subscription from F. M. Ball, 25 00	
Balance at commencement of year as so changed,	15,445 77
Balance Sept. 30, 1883 (surplus),	16,480 42
ANALYSIS OF EARNINGS.	
From local passengers,	\$5,765 90
through passengers (to and from other roads),	2,910 90
express and extra baggage,	427 98
mails,	286 39
<i>Total earnings from passenger department,</i>	9,391 17
From local freight,	4,010 87
through freight (to and from other roads),	4,627 66
<i>Total earnings from freight department,</i>	8,638 53
TOTAL TRANSPORTATION EARNINGS,	18,029 70
Rents for use of road,	3,480 00
TOTAL INCOME FROM ALL SOURCES,	\$21,509 70
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,294 27
Legal expenses,	275 80
Insurance,	81 25
Stationery and printing,	620 37
Outside agencies and advertising,	58 25
Contingencies and miscellaneous,	20 78
Repairs of buildings,	1,504 65
Repairs of fences, road-crossings and signs,	6 90
Renewal of ties,	197 56
[Number laid, 574.]	
Repairs of road-bed and track,	4,157 92
Repairs of locomotives,	1,304 77
Fuel for locomotives,	1,995 19
[Tons of coal, 403.]	
Water supply,	1 50
Oil and waste,	271 47
Locomotive service,	2,107 02

Repairs of passengers-cars,	\$673 96
Passenger-train service,	930 38
Passenger-train supplies,	63 94
Repairs of freight-cars,	28 64
Freight-train service,	649 19
Freight-train supplies,	57 98
Agents and station service,	1,820 31
Station supplies,	199 86
TOTAL OPERATING EXPENSES,	\$18,321 96
Taxes,	823 09
TOTAL OPERATING EXPENSES AND TAXES,	\$19,145 05
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Superstructure, including rails,	\$14 86
Passenger and freight stations, wood-sheds, and water-stations,	681 80
Purchase of other roads:	782 78
Various side-tracks in yard at Milford Station bought of P. & W. R. R. Co.	
TOTAL FOR CONSTRUCTION,	1,479 44
Locomotives (number, 1),	9,125 00
Freight and other cars (number, 1),	1,320 23
TOTAL FOR EQUIPMENT,	10,445 23
TOTAL CHARGES TO PROPERTY ACCOUNTS,	11,924 67
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$117,676 54
Cost of equipment,	10,445 23
TOTAL PERMANENT INVESTMENTS,	\$128,121 77
Cash,	\$5,038 53
Due from agents and companies,	6,741 84
Materials and supplies,	733 90
TOTAL CASH ASSETS,	12,514 27
TOTAL ASSETS,	\$140,636 04
LIABILITIES.	
Capital stock,	\$100,000 00
Funded debt,	19,000 00
Unfunded debt, viz.:	5,155 62
Vouchers and accounts,	\$5,155 62
Profit & Loss balance,	16,480 42
TOTAL LIABILITIES,	\$140,636 04
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	19,016
Freight-train mileage,	5,672
TOTAL REVENUE-TRAIN MILEAGE,	24,688
Switching-train mileage,	3,930
TOTAL TRAIN MILEAGE,	28,618
Number of season-ticket passengers,	3,550

Number of local passengers (including season),	30,138
Number of through passengers (to and from other roads),	12,125
TOTAL NUMBER OF PASSENGERS CARRIED,	42,263
Local passenger mileage (local passengers carried one mile),	176,911
Through passenger mileage (through passengers carried one mile),	81,333
TOTAL PASSENGER MILEAGE,	258,244
Number tons of local freight,	7,885
Number tons through freight (to and from other roads),	13,732
TOTAL NUMBER TONS FREIGHT CARRIED,	21,617
Local freight mileage (tons local freight carried one mile),	47,932
Through freight mileage (tons through freight carried one mile),	101,630
TOTAL FREIGHT MILEAGE,	149,562
Average weight of passenger-trains (exclusive of passengers),	54,000 lbs.
Average number of cars in passenger-trains,	2
Average weight of freight-trains (exclusive of freight),	100,000 lbs.
Average number of cars in freight-train,	5
Average number of persons employed,	43

DESCRIPTION OF ROAD

Main line of road from Milford to Bellingham,	3.877 miles.
Main line of road in Massachusetts,	3.877 "
Total road, belonging to this company,	3.877 "
Sidings and other tracks not above enumerated, . . . . .	.459 "
Same in Massachusetts, . . . . .	.459 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.336 "
Same in Massachusetts,	4.336 "

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Hopkinton Railroad, length,	11.450 "
Milford, Franklin & Providence Railroad, length,	4.670 "
Total length of above roads,	16.120 "
Total length of above roads in Massachusetts,	16.120 "
Total miles of road operated by this company,	19.997 "
Total miles of road operated by this company in Massachusetts,	19.997 "
Number of stations in Massachusetts on all roads operated by this company,	7
Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2

EQUIPMENT.

Number of locomotives (leased, 1; owned, 1),	2
Number of passenger cars (leased, 4),	4

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	1	-	1	-	1
Others,	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

On the 2d of August, as train No. 5 from Milford was approaching the "Water Works" on Hopkinton Railroad, Andrew Burt, baggageman, attempted to leap from the engine to throw a switch for a "running fly." As he jumped, his foot struck a stake driven into the earth and he was thrown violently to the ground, sustaining a dislocation of the left shoulder and a compound fracture of the left knee-pan.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	36 tons.
Average weight of locomotives in working order, . . .	36 "
Maximum weight of tenders full of fuel and water, . . .	23½ "
Average weight of tenders full of fuel and water, . . .	23½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	42 ft. 4 in.
Total length of heaviest engine and tender over all, . . .	50 "
Number of locomotives equipped with train-brake, . . .	2
[Kind of brake: Westinghouse Automatic Air.]	
Number of miles of road operated by your company not furnished with telegraph facilities, . . .	19.997 miles.
From Ashland to Franklin.	
If road was first opened for operation during the past year, state the date:	
Since May 1, this company has operated its own road, having been leased, prior, to the Providence & Worcester Railroad.	

BRIDGES.

Number of spans of timber bridges of 25 feet and upwards, .	1
Aggregate length of same for single track (100 feet). . .	
Number of crossings of highways at grade, . . .	7
Number of crossings at which there are neither signals nor flagmen, . . .	7

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	3.49 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	3.58 "
Average rate of fare per mile for season-ticket passengers, . .	1.57 "
Average rate of fare per mile received from all passengers, . .	3.36 "
Average rate of local freight per ton per mile.	8.40 "
Average rate of freight per ton per mile received from freight to and from other roads, . . .	4.55 "
Average rate of freight per ton per mile received from all freight, . . .	5.77 "

CAPITAL STOCK.

Capital stock authorized by charter, . . .	\$250,000 00	
Capital stock authorized by votes of company, . . .	200,000 00	
Capital stock issued (number of shares, 1,000) ; amount paid in, . . .		\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY, . . .		100,000 00
Total number of stockholders, . . .	24	
Number of stockholders in Massachusetts, . . .	22	
Amount of stock held in Massachusetts, . . .	\$92,200 00	

DEBT.

Funded debt, as follows:

First mortgage bonds due June 1, 1891, rate of interest 7 per cent., . . .	\$19,000 00
Interest paid on same during year, . . .	\$1,330 00

NAME AND RESIDENCE OF OFFICERS.

George Draper, *President*, Milford, Mass. H. W. Young, *Auditor*, Milford, Mass. E. T. Logee, *Superintendent*, Milford, Mass. Jas. E. Walker, *Treasurer*, Milford, Mass. Jas. R. Davis, *Clerk of Corporation*, Milford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George Draper, Milford, Mass. Chas. F. Claflin, Milford, Mass. John P. Daniels, Milford, Mass. Wm. F. Draper, Milford, Mass. Jas. P. Ray, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

MILFORD & WOONSOCKET RAILROAD COMPANY,
MILFORD, MASS.

GEORGE DRAPER,
C. F. CLAFLIN,
JOHN P. DANIELS,
WM. F. DRAPER,
Directors.
J. E. WALKER,
Treasurer.
E. T. LOGEE,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 10, 1883. Then personally appeared George Draper, C. F. Claflin, John P. Daniels, William F. Draper, J. E. Walker, and E. T. Logee, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES R. DAVIS,
Justice of the Peace.

REPORT

OF THE

MONADNOCK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Cheshire Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$9,500 00
Total expense (including taxes),	67 15
Net income,	9,432 85
Interest accrued during year:	4,165 35
On funded debt, \$4,165 35	
Dividends declared (2* per cent.),	4,000 00
Balance for the year (surplus),	1,267 60
Balance at commencement of year,	111,783 46
Balance Sept. 30, 1883 (surplus),	113,050 96
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$67 15
TOTAL EXPENSES,	\$67 15
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$366,829 47
Stock of Peterborough & Hillsborough Railroad,	20,000 00
Stock of Monadnock Railroad,	3,090 00
TOTAL PERMANENT INVESTMENTS,	\$389,919 47
Cash,	\$533 49
Due from agents and companies,	4,000 00
TOTAL CASH ASSETS,	4,533 49
TOTAL ASSETS,	\$394,452 96
LIABILITIES.	
Capital stock,	\$205,400 00
Funded debt,	72,000 00
Unfunded debt, viz.:	4,002 00
Interest unpaid,	\$1,080 00
Dividends unpaid,	2 00
Vouchers and accounts,	2,920 00
Profit & Loss balance,	113,050 96
TOTAL LIABILITIES,	\$394,452 96

* On 2,000 shares of capital stock.

DESCRIPTION OF ROAD.	
Main line of road from Winchendon, Mass., to Peterborough, N. H.,	15.800 miles.
Main line of road in Massachusetts,	2.038 "
Main line of road in New Hampshire,	13.762 "
Total road belonging to this company,	15.800 "
Sidings and other tracks not above enumerated, . . . . .	.600 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	16.400 "
Same in Massachusetts,	2.038 "
Number of stations on all roads owned by this company,	4
Same in Massachusetts,	1
GENERAL INFORMATION.	
Number of crossings of highways at grade,*	1
Number of crossings at which there are neither signals nor flagmen,*	1
CAPITAL STOCK.	
Capital stock authorized by charter,	\$350,000 00
Capital stock authorized by votes of company,	250,000 00
Capital stock issued (number of shares, 2,054); amount paid in,	\$205,400 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	205,400 00
Total number of stockholders,	58
Number of stockholders in Massachusetts,	13
Amount of stock held in Massachusetts,	\$113,300 00
DEBT.	
Funded debt, as follows: —	
First mortgage bonds, due July 1, 1897, rate of interest 6 per cent.,	\$72,000 00
Interest paid on same during year,	\$4,165 35

NAME AND RESIDENCE OF OFFICERS.

Henry K. French, *President*, Peterborough, N. H. Wm. G. Livingston, *Treasurer and Clerk of Corporation*, Peterborough, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John H. Fairbank, Winchendon, Mass. Peter Upton, Jaffrey, N. H. Oscar H. Bradley, Jaffrey, N. H. Henry K. French, Peterborough, N. H. Willis Phelps, Springfield, Mass. James A. Rumrill, Springfield, Mass. Wm. G. Livingston, Peterborough, N. H.

PROPER ADDRESS OF THE COMPANY.

MONADNOCK RAILROAD COMPANY,
PETERBOROUGH, N. H.

H. K. FRENCH,
President.
W. G. LIVINGSTON,
Treasurer.

* On miles of road owned in Massachusetts.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. Oct. 20, 1883. Then personally appeared W. G. Livingston and H. K. French, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

M. L. MORRISON,
Justice of the Peace.

REPORT OF THE NANTUCKET RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.

Total income,	\$6,232 90
Total expense (including taxes),	2,847 37
Net income,	3,385 53
Interest accrued during the year,	2,347 54
On funded debt,	\$2,347 54
Balance for the year (surplus),	1,037 99
Balance at commencement of year,	3,296 03
Balance Sept. 30, 1883 (surplus),	4,334 02

ANALYSIS OF EARNINGS.

From local passengers,	\$5,312 90
<i>Total earnings from passenger department,</i>	5,312 90
From local freight,	920 00
TOTAL INCOME FROM ALL SOURCES,	6,232 90

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,	\$325 28
Legal expenses,	15 00
Insurance,	62 50
Stationery and printing,	99 25
Contingencies and miscellaneous,	548 93
Repairs of road-bed and track,	68 40
Repairs of locomotives,	186 68
Fuel for locomotives,	517 16

[Tons of coal, 76.]

Water supply,	41 00
Oil and waste,	56 37
Locomotive service,	467 50
Passenger-train service,	295 00
Passenger-train supplies,	4 50
Repairs of freight-cars,	25 62
Freight-train service,	40 00
Agents and station service,	52 00

TOTAL OPERATING EXPENSES,	\$2,805 19
Taxes,	42 18

TOTAL OPERATING EXPENSES AND TAXES,	\$2,847 37
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PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Grading and masonry,	\$988 75
Superstructure, including rails,	3,784 75
Land, land damages and fences,	2,331 67

Engineering, agencies, salaries, and other expenses during construction,	\$5,855 85
TOTAL FOR CONSTRUCTION,	12,961 02
Passenger, mail, and baggage cars (number, 3),	675 00
Freight and other cars (number, 5),	750 00
TOTAL FOR EQUIPMENT,	1,425 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	14,386 02

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$93,499 09	
Cost of equipment,	14,413 18	
TOTAL PERMANENT INVESTMENTS,		\$107,912 27
Cash,		1,421 75
TOTAL ASSETS,		\$109,334 02

LIABILITIES.

Capital stock,	\$61,000 00
Funded debt,	44,000 00
Profit & Loss balance,	4,334 02
TOTAL LIABILITIES,	\$109,334 02

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	9,890
TOTAL TRAIN MILEAGE,	9,890
Number of local passengers (including season),	34,308
TOTAL NUMBER OF PASSENGERS CARRIED,	34,308
Local passenger mileage (local passengers carried one mile),	171,540
TOTAL PASSENGER MILEAGE,	171,540
Number tons of local freight,	2,000
TOTAL NUMBER TONS FREIGHT CARRIED,	2,000
Local freight mileage (tons local freight carried one mile),	10,000
TOTAL FREIGHT MILEAGE,	10,000
Average number of cars in passenger-trains,	2
Average number of persons employed,	15

DESCRIPTION OF ROAD.

Main line of road from Nantucket to Surfside,	5.000 miles.
Main line of road in Massachusetts,	5.000 "
Total road belonging to this company,	5.000 "
Sidings and other tracks not above enumerated, . . . . .	.500 "
Same in Massachusetts, . . . . .	.500 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	5.500 "
Same in Massachusetts,	5.500 "
Number of stations on all roads owned by this company,	3
Same in Massachusetts,	3

EQUIPMENT.

Number of locomotives,	1
Number of passenger-cars,	3
Number of freight cars (basis of 8 wheels),	5

GENERAL INFORMATION.

Number of crossings of highways at grade,	1
Number of crossings at which there are neither signals nor flagmen,	1

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.5 cents.
Average rate of fare per mile <i>received</i> from all passengers,	3.5 "
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$100,000 00	
Capital stock authorized by votes of company, . . . 61,000 00	
Capital stock issued (number of shares, 610); amount paid in,	\$61,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . .	61,000 00
Total number of stockholders, 26	
Number of stockholders in Massachusetts, 26	
Amount of stock held in Massachusetts, . . . \$61,000 00	
DEBT.	
Funded debt, as follows: —	
First mortgage bonds due 1900, rate of interest 7 per cent.,	\$44,000 00

NAME AND RESIDENCE OF OFFICERS.

Jonathan Dorr, *President*, Boston, Mass. Philip H. Folger, *Superintendent*, Boston, Mass. John H. Norton, *Treasurer*, Boston, Mass. Asa Cottrell, *Clerk of Corporation*, Lexington, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Jonathan Dorr, Boston, Mass. P. H. Folger, Boston, Mass. John H. Norton, Boston, Mass. Charles F. Coffin, Boston, Mass. James W. Cartwright, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.
NANTUCKET RAILROAD COMPANY,
No. 7 EXCHANGE PLACE, BOSTON, MASS.

JONATHAN DORR,
JAS. W. CARTWRIGHT,
JOHN H. NORTON,
PHILIP H. FOLGER,
CHAS. F. COFFIN,
Directors.
JOHN H. NORTON,
Treasurer.
PHILIP H. FOLGER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Nov. 5, 1883. Then personally appeared Jonathan Dorr, John H. Norton, Philip H. Folger, Chas. F. Coffin, and Jas. W. Cartwright, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN N. DANFORTH,
Justice of the Peace.

REPORT

OF THE

NANTASKET BEACH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is operated by the Trustee for the Bondholders.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (six winter months),	\$2,086 67
Total expense (including taxes) (six winter months),	9,579 68
Net income (deficit),	7,493 01
Interest accrued during the year:	167 67
On other debt, \$167 67	
Balance for the year (deficit),	7,660 68
Balance at commencement of year,	3,368 15
Deduct: property account and old accounts,	80,928 92
Balance at commencement of year as so changed (deficit),	77,560 77
Balance Sept. 30, 1883 (deficit),	85,221 45
ANALYSIS OF EARNINGS.	
From local passengers (for one and one-half months),	\$566 69
other sources, passenger department,	147 98
TOTAL TRANSPORTATION EARNINGS,	714 67
Income from all other sources, viz.:	1,372 00
Rental of locomotive, \$1,372 00	
TOTAL INCOME FROM ALL SOURCES,	2,086 67
ANALYSIS OF EXPENSES (COMPANY'S ACCOUNT).	
Salaries of general officers and clerks (for six months),	\$2,966 86
Insurance,	68 75
Outside agencies and advertising (for six months),	315 14
Contingencies and miscellaneous (for six months),	6 00
Repairs of road-bed and track (for six months),	1,314 75
Repairs of locomotives (for six months),	441 35
Fuel for locomotives (for six months),	570 43
[Tons of coal, 60.]	
Water supply (for six months),	400 00
Oil and waste (for six months),	29 17
Locomotive service (for six months),	1,131 74
Repairs of passenger-cars (for six months),	235 75
Passenger-train service (for six months),	612 50
Passenger-train supplies (for six months),	69 99
Agents and station service (for six months),	1,416 50
Station supplies (for six months),	75
TOTAL EXPENSES,	\$9,579 68

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR..

Property sold (or reduced in valuation on the books) and credited property accounts during the year:	\$181,115 83
Real estate and personal property sold.	
Total credits to property accounts,	\$181,115 83

Balance Sheet, Sept. 30, 1883.**ASSETS.**

Cost of road,	\$384,060 74	
Cost of equipment,	98,150 79	
Other property,	15,000 00	
TOTAL PERMANENT INVESTMENTS,		\$497,211 53
Cash,	\$44 95	
Bills receivable,	22,924 91	
Sinking fund,	50,000 00	
Debit balances,	6,425 30	
TOTAL CASH ASSETS,		79,395 16
Profit & Loss balance,		85,221 45
TOTAL ASSETS,		\$661,828 14

LIABILITIES.

Capital stock,	\$250,000 00
Funded debt,	250,000 00
Unfunded debt, viz.:	161,828 14
Notes payable,	\$152,388 07
Vouchers and accounts,	9,440 07
TOTAL LIABILITIES,	\$661,828 14.

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage (one and one-half months),	3,820
TOTAL TRAIN MILEAGE (one and one-half months),	3,820
Number of local passengers (including season) (for one and one-half months),	7,097
TOTAL NUMBER OF PASSENGERS CARRIED (one and one-half months),	7,097
Local passenger mileage (local passengers carried one mile) (one and one-half months),	49,184
TOTAL PASSENGER MILEAGE (one and one-half months),	49,184
Average number of cars in passenger-trains,	2
Average number of persons employed,	12

DESCRIPTION OF ROAD.

Main line of road from Pemberton to Old Colony House,	6.933 miles.
Main line of road in Massachusetts,	6.933 "
Total road belonging to this company,	6.933 "
Sidings and other tracks not above enumerated,	2.089 "
Same in Massachusetts,	2.089 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	9.022 "
Total miles of road operated by this company,	6.933 "
Total miles of road oper'd by this company in Massachusetts,	6.933 "
Number of stations in Massachusetts on all roads operated by this company,	8

Number of telegraph-offices in same,	5
Number of stations on all roads owned by this company, .	8
EQUIPMENT.	
Number of locomotives,	5
Number of passenger-cars,	12
Number of baggage, mail, and express cars,	4
Number of freight-cars (basis of 8 wheels),	4
Number of other cars,	5
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, .	5
Aggregate length of same for single track (3,977 feet).	
Number of crossings of highways at grade,	4
Number of crossings at which gates or flagmen are maintained,	2
CAPITAL STOCK.	
Capital stock authorized by charter, \$300,000 00	
Capital stock authorized by votes of company, 250,000 00	
Capital stock issued (number of shares, 2,500).	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	\$250,000 00
Total number of stockholders, 22	
Number of stockholders in Massachusetts, 22	
Amount of stock held in Massachusetts, \$250,000 00	
DEBT.	
Funded debt, as follows:—	
Two hundred and fifty bonds due Oct. 1, 1900, rate of interest 6 per cent.,	\$250,000 00

NAME AND RESIDENCE OF OFFICERS.

J. B. Moors, *President*, Boston, Mass. George L. Keyes, *Superintendent*, Hull, Mass. John F. Moors, *Treasurer*, Boston, Mass. Alfred Schoff, *Clerk of Corporation*, Hull, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. B. Moors, Boston, Mass. George L. Keyes, Hull, Mass. J. L. Curtiss, Boston, Mass. George R. Eager, Auburndale, Mass. A. W. Moors, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

NANTASKET BEACH RAILROAD COMPANY,

7 ROWE'S WHARF, BOSTON.

J. B. MOORS,
 GEORGE L. KEYES,
 ARTHUR W. MOORS,
Directors.
 JOHN F. MOORS,
Treasurer.
 GEORGE L. KEYES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 28, 1883. Then personally appeared J. B. Moors, George L. Keyes, Arthur W. Moors, and John F. Moors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN L. CURTISS,

Justice of the Peace.

REPORT

OF THE

(TRUSTEE OF) NANTASKET BEACH RAILROAD COMPANY,

FROM APRIL 1ST TO SEPTEMBER 30TH, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$26,731 94
Total expense (including taxes),	20,451 10
Net income,	6,280 84
Balance for the year (surplus),	6,280 84
Balance Sept. 30, 1883 (surplus),	6,280 84
ANALYSIS OF EARNINGS.	
From local passengers,	\$25,736 11
Other sources, passenger department,*	866 20
<i>Total earnings from passenger department.</i>	26,602 31
TOTAL TRANSPORTATION EARNINGS,	26,602 31
Income from all other sources, viz.:	129 63
Sale of old material,	\$99 05
Interest on deposits in bank,	30 58
TOTAL INCOME FROM ALL SOURCES,	\$26,731 94
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$2,415 00
Legal expenses,	700 00
Insurance,	226 75
Stationery and printing,	357 17
Outside agencies and advertising,	98 75
Contingencies and miscellaneous,	269 97
Repairs of buildings,	143 48
Repairs of road-bed and track,	2,070 02
Repairs of locomotives,	1,187 01
Fuel for locomotives,	4,126 79
[Tons of coal, 635.]	
Water supply,	314 90
Oil and waste,	365 38
Locomotive service,	2,277 45
Repairs of passenger-cars,	475 70
Passenger-train service,	1,639 42
Passenger-train supplies,	44 33
Telegraph expenses,	213 10
Loss and damage, property and cattle,	20 00
Agents and station service,	3,378 24
Station supplies,	91 29
TOTAL OPERATING EXPENSES,	\$20,414 75
Taxes,	36 35
TOTAL OPERATING EXPENSES AND TAXES,	\$20,451 10

* Received from freight on passenger trains.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Passenger and freight stations, wood-sheds, and water-stations,	\$259 90
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	259 90

Balance Sheet, Sept. 30, 1883.
ASSETS.

Cost of road,	\$259 90	
TOTAL PERMANENT INVESTMENTS,		\$259 90
Cash,	\$769 52	
Due from agents and companies,	3,508 86	
Debit balances,	3,500 52	

TOTAL CASH ASSETS,	7,328 90
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TOTAL ASSETS,	\$7,588 80
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LIABILITIES.

Vouchers and accounts,	\$1,307 96
Profit & Loss balance,	6,280 84
TOTAL LIABILITIES,	\$7,588 80

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	31,317
TOTAL TRAIN MILEAGE,	31,317
Number of season-ticket passengers,	11,438
Number of local passengers (including season),	220,357
TOTAL NUMBER OF PASSENGERS CARRIED,	220,357
Local passenger mileage (local passengers carried one mile),	1,531,481
TOTAL PASSENGER MILEAGE,	1,531,481
Average number of cars in passenger-trains,	3
Average number of persons employed,	38

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	-	-	1	-	1	-
Others, .	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

September 27. — George B. Litchfield, an employee, helping to push a passenger car on to the repair track, had his head jammed between the car and a post, so as to cause his death in about twenty minutes.

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this com- pany,	1.780 cents.
Average rate of fare per mile for season-ticket passengers, . .	.730 "
Average rate of fare per mile received from all passengers, . .	1.700 "

NAME AND RESIDENCE OF OFFICERS.

George L. Keyes, *Superintendent*, Hull, Mass.

PROPER ADDRESS OF THE TRUSTEE.

HERBERT L. HARDING,
Room 57, Equitable Building, Boston, Mass.HERBERT L. HARDING,
Trustee for the Bondholders.
GEO. L. KEYES,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 31, 1883. Then personally appeared George L. Keyes and Herbert L. Harding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

RICHARD STONE,
Justice of the Peace

REPORT

OF THE

NASHUA, ACTON & BOSTON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Concord Railroad Company of New Hampshire.]

GENERAL EXHIBIT FOR THE YEAR.

Total income (rent for use of road),	\$11,000 00
Net income,	11,000 00
Interest accrued during year:	33,102 28
On funded debt, \$30,000 00	
On other debt, 3,102 28	
Balance for the year (deficit),	22,102 28
Balance at commencement of year,	309,222 28
Balance September 30, 1883 (deficit),	331,324 56

Balance Sheet, Sept. 30, 1883.

ASSETS.

Cost of road,	\$1,057,031 20
Due from agents and companies,	2,750 00
Profit & Loss balance (deficit),	331,324 56
TOTAL ASSETS	\$1,391,105 76

LIABILITIES.

Capital stock,	\$500,000 00
Funded debt,	500,000 00
Unfunded debt, viz.:	391,105 76
Interest unpaid, \$266,973 00	
Notes payable, 124,132 76	
TOTAL LIABILITIES	\$1,391,105 76

DESCRIPTION OF ROAD.

Main line of road from Nashua, N. H. to Acton, Mass.,	20.21 miles.
Main line of road in Massachusetts,	15.46 "
Main line of road in New Hampshire,	4.75 "
Total road belonging to this company,	20.21 "
Sidings and other tracks not above enumerated,	2.53 "
Same in Massachusetts, . . . . .	.85 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	22.74 "
Same in Massachusetts,	16.31 "
Number of stations on all roads owned by this company,	6
Same in Massachusetts,	5

BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,*	2
Aggregate length of same for single track (112 feet).	
Number of crossings of highways at grade,*	2
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	2
Number of highway bridges less than 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	1
Number of railroad-crossings over other railroads (specifying each:	1
Stony Brook Railroad, at Westford, Mass.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$600,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock issued (number of shares, 4,975); amount paid in,	\$497,500 00
Capital stock paid in on shares not issued (number shares, 25),	2,500 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	500,000 00
Total number of stockholders,	198
Number of stockholders in Massachusetts,	91
Amount of stock held in Massachusetts,	\$205,500 00
DEBT.	
Funded debt, as follows:—	
Bonds due 1896, rate of interest 6 per cent.,	\$500,000 00

NAME AND RESIDENCE OF OFFICERS.

John C. Moulton, *President*, Laconia, N. H. F. D. Cook, *Treasurer*, Nashua, N. H. John B. Goodrich, *Clerk of Corporation*, Boston.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John C. Moulton, Laconia, N. H. Dana Sargent, Nashua, N. H. Joseph B. Clark, Manchester, N. H. Frederick Smythe, Manchester, N. H. S. N. Bell, Manchester, N. H. Benjamin A. Kimball, Concord, N. H. J. Thomas Vose, Boston, Mass. J. W. Johnson, Boston, Mass. F. B. Hayes, Boston, Mass. H. C. Sherburne, Boston, Mass. William Power Wilson, Boston, Mass.

PROPER ADDRESS OF THE COMPANY,

NASHUA, ACTON & BOSTON RAILROAD COMPANY,
Box 1339, NASHUA, N. H.

JOHN C. MOULTON,
JOSEPH B. CLARK,
DANA SARGENT,
J. THOMAS VOSE,
FREDERICK SMYTHE,
FRANCIS B. HAYES,
Directors.

* In Massachusetts on miles road owned.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 21, 1883. Then personally appeared Francis B. Hayes, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JAMES A. MCGEOUGH,
Justice of the Peace.

STATE OF NEW HAMPSHIRE.

HILLSBORO', ss. Nov. 8, 1883. Then personally appeared John C. Moulton, Joseph B. Clark, Dana Sargent, J. Thomas Vose, and Frederick Smythe, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

F. D. COOK,
Notary Public.

REPORT

OF THE

NASHUA & LOWELL RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Lowell Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$82,041 08
Total expense (including taxes),	3,843 48
Net income,	78,197 60
Interest accrued during year:	17,627 29
On funded debt, \$17,000 00	
On other debt, 627 29	
Dividends declared (7 per cent.),	56,000 00
Balance for the year (surplus),	4,570 31
Balance at commencement of year, 126,732 28	
Add: received on account of railroad stock recovered in suit against T. H. Wood, \$3,466 10	
Deduct: claims against Boston & Lowell Railroad and others pertaining to twenty years of joint operation, Dec. 1, 1878, considered bad and charged off, \$22,624 28	
due from agents charged off, 373 10	
Balance at commencement of year as so changed,	107,200 80
Balance Sept. 30, 1883 (surplus),	111,771 11
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$65,000 00
Income from all other sources, viz.:	17,041 08
Interest on notes receivable B. & L. R. R., \$17,000 00	
Interest received from other sources, 41 08	
TOTAL INCOME FROM ALL SOURCES,	\$82,041 08
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$2,030 00
Legal expenses,	1,085 80
Contingencies and miscellaneous,	727 68
TOTAL EXPENSES,	\$3,843 48
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$691,292 07
Cost of equipment,	218,242 95
TOTAL PERMANENT INVESTMENTS,	\$909,535 02
Cash,	\$27,751 40
Bills receivable,	300,000 00
Due from agents and companies,	25,444 94
TOTAL CASH ASSETS,	353,196 34
TOTAL ASSETS,	\$1,262,731 36

LIABILITIES.		
Capital stock,		\$800,000 00
Funded debt,		300,000 00
Unfunded debt, viz.,		50,960 25
Interest unpaid,	\$1,068 00	
Dividends unpaid,	25,426 00	
Notes payable,	24,466 25	
Profit & Loss balance,		111,771 11
TOTAL LIABILITIES,		\$1,262,731 36

DESCRIPTION OF ROAD		
Main line of road from Nashua to Lowell,	14.50 miles.	
Main line of road in Massachusetts,	9.25 "	
Main line of road in New Hampshire,	5.25 "	
Double track on main line,	14.50 "	
Same in Massachusetts,	9.25 "	
Total road belonging to this company,	14.50 "	
Sidings and other tracks not above enumerated,	6.084 "	
Same in Massachusetts,	4.134 "	
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	35.084 "	
Same in Massachusetts,	22.634 "	

GENERAL INFORMATION.		
Number of spans of stone bridges of 25 feet and upwards,*	2	
Aggregate length of same for double track (45 feet.)		
Number of spans of iron bridges of 25 feet and upwards,*	4	
Aggregate length of same for double track (160 feet.)		
Number of spans of timber bridges of 25 feet and upwards,*	2	
Aggregate length of same for double track (207 feet.)		
Number of crossings of highways at grade,*	5	
Number of crossings of highways over railroad,	2	
Number of highway bridges 18 feet above track,	1	
Number of highway bridges less than 18 feet above track,	1	
Number of crossings at which gates or flagmen are maintained,	5	

CAPITAL STOCK.		
Capital stock authorized by charter,	\$800,000 00	
Capital stock authorized by votes of company,	800,000 00	
Capital stock issued (number of shares, 8,000) ; amount paid in,	\$800,000 00	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	800,000 00	
Total number of stockholders,	425	
Number of stockholders in Massachusetts,	202	
Amount of stock held in Massachusetts,	\$507,500 00	

NAME AND RESIDENCE OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass. Charles B. Brooks, *Treasurer*, Boston, Mass. Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Boston, Mass. Francis V. Parker, Boston, Mass. Gedney K. Richardson, Boston, Mass. Jeremiah W. White, Nashua, N. H. Cornelius V. Dearborn, Nashua, N. H. William W. Bailey, Nashua, N. H. Albert M. Shaw, Lebanon, N. H.

* In Massachusetts, on miles of road owned.

PROPER ADDRESS OF THE COMPANY,
NASHUA & LOWELL RAILROAD CORPORATION,
NASHUA, N. H.

J. G. ABBOTT,
THOMAS TALBOT,
WM. A. BURKE,
EDWIN MOREY,
FREDERICK E. CLARKE,
Directors Boston & Lowell R. R.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 13, 1883. Then personally appeared J. G. Abbott, Thomas Talbot, Wm. A. Burke, Edwin Morey, and Frederick E. Clarke, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT,
Justice of the Peace.

REPORT OF THE NEWBURYPORT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Maine Railroad. Its doings during the year, and its income and expenses, are included in the report of that road, its business being so intimately connected, that separate accounts have not been kept.]

Balance Sheet Sept. 30, 1883.

ASSETS.	
Cost of road,	\$597,386 33
TOTAL ASSETS,	\$597,386 33
LIABILITIES.	
Capital stock,	\$220,340 02
Funded debt,	300,000 00
Unfunded debt,	77,046 31
TOTAL LIABILITIES,	\$597,386 33

DESCRIPTION OF ROAD.

Main line of road from Bradford to Newburyport and Georgetown to Danvers,	26.979 miles.
Main line of road in Massachusetts,	26.979 "
Total road belonging to this company,	26.979 "
Sidings and other tracks not above enumerated,	2.845 "
Same in Massachusetts,	2.845 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	29.824 "
Same in Massachusetts,	29.824 "
Number of stations on all roads owned by this company,	9
Same in Massachusetts,	9

GENERAL INFORMATION.

Number of spans of timber bridges of 25 feet and upwards,	3
Aggregate length of same for single track (104 feet).	
Number of crossings of highways at grade,	28
Number of crossings of highways under railroad,	1
Number of crossings at which gates or flagmen are maintained,	8
Number of crossings at which there are neither signals nor flagmen,	20
Number of railroad-crossings at grade (specifying each):	1
Eastern, at Newburyport.	

CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$430,000 00
Capital stock authorized by votes of company, . . .	202,100 00
Capital stock issued (number of shares, 2,021); amount paid in, . . .	\$202,100 00
Capital stock paid in on shares not issued, . . .	18,240 02
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	\$220,340 02

NAME AND RESIDENCE OF OFFICERS.

George C. Lord, *President*, Newton, Mass. James T. Furber, *General Superintendent*, Lawrence, Mass. W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. D. J. Flanders, *General Passenger Agent*, Haverhill, Mass. Amos Blanchard, *Treasurer*, Lowell, Mass. Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George C. Lord, Newton, Mass. James R. Nichols, Haverhill, Mass. Nathaniel G. White, Lawrence, Mass. John Felt Osgood, Boston, Mass. Amos Paul, South New Market, N. H. Samuel E. Spring, Portland, Me. Nathaniel J. Bradlee, Boston, Mass. Nathaniel W. Farwell, Lewiston, Me. William S. Stevens, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT RAILROAD,

BOSTON, MASS.

GEORGE C. LORD,
NATH. T. BRADLEE,
NATHANIEL G. WHITE,
JAMES R. NICHOLS,
WM. S. STEVENS,
AMOS PAUL,

Directors.

AMOS BLANCHARD,

Treasurer.

JAS. T. FURBER,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss., Oct. 24, 1883. Then personally appeared George C. Lord, Nathaniel J. Bradlee, Amos Paul, Nathaniel G. White, James R. Nichols, Wm. S. Stevens, Amos Blanchard and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief before me,

C. P. JUDD,

Justice of the Peace.

REPORT OF THE NEWBURYPORT CITY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Eastern Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$6,890 00
Total expense (including taxes),	965 00
Net income,	5,925 00
Interest accrued during year:	1,750 00
On funded debt, \$1,750 00	
Dividends declared (3½ per cent.),	3,395 00
Balance for the year (surplus),	780 00
Balance at commencement of year,	13,330 80
Balance Sept. 30, 1883 (surplus),	14,110 80
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$6,000 00
Income from all other sources, viz.:	890 00
Accretions to sinking fund, \$685 00	
Rent of land, 5 00	
Sale of land, 200 00	
TOTAL INCOME FROM ALL SOURCES,	\$6,890 00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$200 00
Outside agencies and advertising,	3 50
Contingencies and miscellaneous,	20 42
TOTAL EXPENSES,	\$223 92
Taxes,	741 08
TOTAL EXPENSES AND TAXES,	\$965 00
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$121,928 33
Cash, \$663 44	
Sinking fund, 13,519 03	
TOTAL CASH ASSETS,	14,182 47
TOTAL ASSETS,	\$136,110 80
LIABILITIES.	
Capital stock,	\$97,000 00
Funded debt,	25,000 00
Profit & Loss balance,	14,110 80
TOTAL LIABILITIES,	\$136,110 80

DESCRIPTION OF ROAD.	
Main line of road from Boston & Maine Railroad crossing to City-Wharf in Newburyport,	2.08 miles.
Main line of road in Massachusetts,	2.08 "
Double track on main line, . . . . .	.15 "
Same in Massachusetts, . . . . .	.15 "
Total road belonging to this company,	2.08 "
Sidings and other tracks not above enumerated,	1.80 "
Same in Massachusetts,	1.80 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.03 "
Same in Massachusetts,	4.03 "
Number of stations on all roads owned by this company, . .	1
Same in Massachusetts,	1
GENERAL INFORMATION.	
Number of crossings of highways at grade,	4
Number of crossings of highways over railroad,	3
Number of highway bridges 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	2
Number of crossings at which there are neither signals nor flagmen,	2
Number of railroad-crossings at grade (specifying each): .	1
Eastern Railroad.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
Capital stock issued (number of shares, 970); amount paid in,	\$97,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	97,000 00
Total number of stockholders,	32
Number of stockholders in Massachusetts,	29
Amount of stock held in Massachusetts,	\$94,700 00
DEBT.	
Funded debt, as follows:—	
Bonds due 1892, rate of interest 7 per cent.,	\$25,000 00
Interest paid on same during year,	\$1,750 00

NAME AND RESIDENCE OF OFFICERS.

Albert Currier, *President*, Newburyport, Mass. Albert W. Greenleaf, *Treasurer and Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Johnson, Mayor of Newburyport, Mass. Albert Currier, Newburyport, Mass. Philip H. Blumpey, Newburyport, Mass. Edward F. Coffin, Newburyport, Mass. Henry M. Cross, Newburyport, Mass. Moses H. Fowler, Newburyport, Mass. Henry B. Little, Newburyport, Mass.

PROPER ADDRESS OF THE COMPANY.

NEWBURYPORT CITY RAILROAD COMPANY,
NEWBURYPORT, MASS.

ALBERT CURRIER,
WILLIAM A. JOHNSON, Mayor,
PHILIP H. BLUMPEY,
EDWARD F. COFFIN,
M. H. FOWLER,
ALBERT GREENLEAF,
Directors.
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Oct. 16, 1883. Then personally appeared Albert Currier, William A. Johnson, Mayor, Philip H. Blumpey, Edward F. Coffin, M. H. Fowler, a majority of the board of directors, and Albert W. Greenleaf, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,
Justice of the Peace.

REPORT

OF THE

NEW HAVEN & NORTHAMPTON COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$864,447 78
Total expense (including taxes),	594,869 85
Net income,	269,577 93
Rentals:	29,068 56
Interest on Holyoke & Westfield railroad bonds, \$17,600 00	
Fifty per cent. on ex. earnings, H. & W. R.R., 11,468 56	
Interest accrued during year:	236,928 05
On funded debt, \$198,000 00	
On other debt, 38,928 05	
Balance for the year (surplus),	3,581 32
Balance at commencement of year as so changed,	379,339 00
Balance Sept. 30, 1883 (surplus),	382,920 32
ANALYSIS OF EARNINGS.	
From local passengers,	\$151,330 16
through passengers (to and from other roads),	62,558 29
express and extra baggage,	15,674 52
mails,	9,214 16
<i>Total earnings from passenger department,</i>	238,777 13
From local freight,	353,162 55
through freight (to and from other roads),	244,985 09
other sources, freight department,	19,902 22
<i>Total earnings from freight department,</i>	618,049 86
TOTAL TRANSPORTATION EARNINGS,	856,826 99
Income from all other sources, viz.:	7,620 79
Rents of buildings, \$3,220 79	
Interest on Holyoke & Westfield Railroad bonds, 3,600 00	
Dividend, 800 00	
TOTAL INCOME FROM ALL SOURCES,	\$864,447 78
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$26,422 79
Legal expenses,	3,015 92
Insurance,	2,260 00
Stationery and printing,	3,975 25
Outside agencies and advertising,	1,269 81
Contingencies and miscellaneous,	5,708 84
Repairs of bridges (including culverts and cattle-guards),	7,889 20
Repairs of buildings,	22,169 47
Repairs of fences, road-crossings and signs,	4,192 31
Renewal of rails,	23,461 18
[Number tons steel laid, 500.]	
Renewal of ties,	20,256 64
[Number laid, 44,086.]	
Repairs of road-bed and track,	73,055 54
Repairs of locomotives,	47,716 70

Fuel for locomotives,	\$68,663 48
[Tons of coal, 14,927.]	
Water supply,	1,178 56
Oil and waste,	10,417 19
Locomotive service,	32,634 83
Repairs of passengers-cars,	24,254 58
Passenger-train service,	16,652 07
Repairs of freight-cars,	36,403 03
Freight-train service,	25,496 98
Mileage freight-cars,	7,621 49
Telegraph expenses,	2,676 01
Loss and damage, freight and baggage,	2,120 22
Loss and damage, property and cattle,	2,750 78
Agents and station service,	85,019 31
Station supplies,	7,505 44
TOTAL OPERATING EXPENSES,	\$564,787 62
Taxes,	30,082 23
TOTAL OPERATING EXPENSES AND TAXES,	\$594,869 85
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$35,520 72
Land, land damages, and fences,	1,896 06
Passenger and freight stations, wood-sheds, and water-stations,	9,777 45
Engineering, agencies, salaries and other expenses during construction,	89 40
TOTAL FOR CONSTRUCTION,	47,283 63
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	47,283 63
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$5,608,177 69
Cost of equipment,	901,457 03
Lands in New Haven,	17,372 81
Stock of Holyoke & Westfield Railroad,	20,000 00
Bonds of Holyoke & Westfield Railroad,	60,000 00
TOTAL PERMANENT INVESTMENTS,	\$6,607,007 53
Cash,	\$5,290 07
Due from agents and companies,	40,667 97
Materials and supplies,	95,948 32
Sinking fund,	67,500 00
Debit balances,	6,068 50
TOTAL CASH ASSETS,	215,474 86
TOTAL ASSETS,	\$6,822,482 39
LIABILITIES.	
Capital stock,	\$2,460,000 00
Funded debt,	3,200,000 00
Unfunded debt, viz.:	779,562 07
Interest unpaid,	\$63,300 00
Dividends unpaid,	659 00
Notes payable,	630,000 00
Vouchers and accounts,	85,603 07
Profit & Loss balance,	382,920 32
TOTAL LIABILITIES,	\$6,822,482 39

Present or Contingent Liabilities not included in the Balance Sheet.

Bonds guaranteed by this company or a lien on its road, viz.:	\$260,000 00
Two hundred Holyoke & Westfield Railroad	
7 per cent.,	\$200,000 00
Sixty Holyoke & Westfield Railroad 6 per	
cent.,	60,000 00
TOTAL,	\$260,000 00

MILEAGE, TRAFFIC, ETC.

Passenger-train mileage,	377,644
Freight-train mileage,	233,588
TOTAL REVENUE-TRAIN MILEAGE,	611,232
Switching-train mileage,	52,943
Other train mileage,	10,809
TOTAL TRAIN MILEAGE,	674,984
Number of local passengers (including season),	414,034
Number of through passengers (to and from other roads),	89,397
TOTAL NUMBER OF PASSENGERS CARRIED,	503,431
Local passenger mileage (local passengers carried one mile),	6,199,792
Through passenger mileage (through passengers carried one mile),	2,852,897
TOTAL PASSENGER MILEAGE,	9,052,689
Number tons of local freight,	279,374
Number tons through freight (to and from other roads),	196,320
TOTAL NUMBER TONS FREIGHT CARRIED,	475,694
Local freight mileage (tons local freight carried one mile),	13,961,300
Through freight mileage (tons through freight carried one mile),	11,367,264
TOTAL FREIGHT MILEAGE,	25,328,564
Average number of persons employed,	552

DESCRIPTION OF ROAD.

Main line of road from New Haven, Ct., to Conway Junction,	94.64	miles.
Main line of road in Massachusetts,	43.38	"
Main line of road in Connecticut,	51.26	"
Branches owned by company, viz.:		
Farmington and New Hartford (single track),	14.09	"
Simsbury & Tariffville (single track),	1.04	"
Northampton & Williamsburg (single track),	7.51	"
South Deerfield & Turner's Falls (single track),	10.07	"
Total length of branches owned by company,	32.71	"
Total length of branches owned by company in Massachusetts,	17.58	"
Total length of branches owned by company in Connecticut,	15.13	"
Total road belonging to this company,	127.35	"
Sidings and other tracks not above enumerated,	28.160	"
Same in Massachusetts,	13.820	"
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	155.510	"
Same in Massachusetts,	74.780	"
Total length of steel rails in tracks, not including steel-top rails,	114.	"
[Weights per yard, 60 pounds.]		

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Holyoke & Westfield Railroad, main line, branches and side tracks, length,	17.22	miles.
Troy & Greenfield Railroad, State Road from Conway Junction to North Adams,	28.44	"

Total length of above roads,	45.66 miles.
Total length of above roads in Massachusetts,	45.66 "
Total miles of road operated by this company,	173.01 "
Total miles of road operated by this company in Massachusetts,	106.62 "
Number of stations in Massachusetts on all roads operated by this company,	22
Number of stations on all roads owned by this company,	28
Same in Massachusetts,	13
EQUIPMENT.	
Number of locomotives,	27
Number of passenger-cars,	20
Number of parlor or sleeping cars,	2
Number of baggage, mail and express cars,	15
Number of freight-cars (basis of 8 wheels),	440
Number of other cars,	99

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	-	-	4	2	4	2	-	-
Others, .	-	-	2	1	2	1	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 5, 1882. — James Powers, employed in Westfield yard, was struck by switching engine while walking on the track and killed.

November 13. — Arthur Chapman, brakeman, fell from his train at Easthampton, while switching, and was killed.

December 2. — Bridget Hannigan, while crossing track at Connecticut River Railroad passenger station at Northampton, was struck by passing train and slightly injured.

January 29, 1883. — Augustus Longley, brakeman, killed at Westfield by the falling of a derrick which was being switched.

January 29. — John Maloney, slightly injured by same accident as above.

February 19. — James McDonald, employee of State road, found dead on track near Conway Junction, supposed to have been struck by preceding train.

March 1. — Willis Dane, firemen, killed and William Leonard, brakeman, slightly injured by collision of freight train with switching engine at Holyoke.

May 18. — James Campbell, killed at North Hatfield while walking on the track.

June 1. — Charles Conley, killed at South Holyoke while walking on the track.

GENERAL INFORMATION.

Maximum weight of locomotives in working order,	84,100 lbs.
Average weight of locomotives in working order,	68,000 "
Maximum weight of tenders full of fuel and water,	51,220 "
Average weight of tenders full of fuel and water,	44,500 "

Maximum weight of passenger cars,	56,000 lbs.
Average weight of passenger cars,	47,000 "
Average weight of mail and baggage cars,	33,900 "
Average weight of 8-wheel box freight cars,	22,300 "
Average weight of 4-wheel box freight cars,	16,400 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 feet.
Total length of heaviest engine and tender over all,	51 "
Number of locomotives equipped with train-brake,	18
[Kind of brake: 16 Westinghouse and 2 Steam.]	
Number of cars equipped with train-brake,	107
[Kind of brake; 37 Westinghouse; 70 freight cars American Steam.]	
Number of passenger cars with Miller platform and buffer.	37

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,*	1
Aggregate length of same for single track (87 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	59
Aggregate length of same for double track (341 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	7
Aggregate length of same for single track (60 feet).	
Number of crossings of highways at grade,*	48
Number of crossings of highways over railroad,	26
Number of crossings of highways under railroad,	32
Number of highway bridges 18 feet above track,	25
Number of highway bridges less than 18 feet above track,	1
Number of crossings at which gates or flagmen are maintained,*	6
Number of crossings at which electric signals are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	41
Number of railroad-crossings at grade (specifying each).	1
Boston & Albany Railroad at Westfield.	

RATES OF FARE,, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.44 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.19 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.36 "
Average rate of local freight per ton per mile,	2.53 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.14 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.35 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$5,000,000 00
Capital stock authorized by votes of company,	2,600,000 00
Capital stock issued (number of shares, 24,600); amount paid in,	\$2,460,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	2,460,000 00
Total number of stockholders,	254
Number of stockholders in Massachusetts,	40
Amount of stock held in Massachusetts,	\$135,200 00

* In Massachusetts on miles road owned.

DEBT.		
Funded debt, as follows :		
Bonds due 1899, rate of interest 7 per cent.,		\$1,300,000 00
Interest paid on same during year, . . .	\$91,000 00	
Bonds due 1909, rate of interest 6 per cent.,		1,200,000 00
Interest paid on same during year, . . .	72,000 00	
Bonds due 1911, rate of interest 5 per cent.,		700,000 00
Interest paid on same during year, . . .	35,000 00	
TOTAL AMOUNT OF FUNDED DEBT,		\$3,200,000 00

NAME AND RESIDENCE OF OFFICERS.

Charles N. Yeamans, *President*, Westfield, Mass. Stacy B. Opdyke, Jr., *Superintendent*, New Haven, Conn. Martin C. Parker, *General Freight Agent*, New Haven, Conn. Edward A. Ray, *General Passenger Agent, Treasurer and Clerk of Corporation*, New Haven, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Chas. N. Yeamans, Westfield, Mass. William D. Bishop, Bridgeport, Conn. Geo. J. Brush, New Haven, Conn. Chas. M. Pond, Hartford, Conn. Daniel Trowbridge, New Haven, Conn. Ezekiel H. Trowbridge, New Haven, Conn. Horatio G. Knight, Easthampton, Mass. Edwin M. Reed, New Haven, Conn. George H. Watrous, New Haven, Conn.

PROPER ADDRESS OF THE COMPANY.

NEW HAVEN AND NORTHAMPTON COMPANY.

151 WATER STEET, NEW HAVEN, CONN.

CHAS. N. YEAMANS,
GEO. H. WATROUS,
GEO. J. BRUSH,
EDWARD M. REED,
E. H. TROWBRIDGE,
DANIEL TROWBRIDGE,
Directors.
EDWARD A. RAY,
Treasurer.
S. B. OPDYKE, JR.,
Superintendent.

STATE OF CONNECTICUT.

NEW HAVEN, ss. Nov. 15, 1883. Then personally appeared Chas. N. Yeamans, Geo. H. Watrous, Geo. J. Brush, Edward M. Reed, E. H. Trowbridge, Daniel Trowbridge, Edward A. Ray and S. B. Opdyke, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CLARENCE E. THOMPSON,
*Commissioner of Superior Court
of State of Connecticut.*

REPORT

OF THE

NEW LONDON NORTHERN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by J. Gregory Smith and others.]

GENERAL EXHIBIT FOR THE YEAR.	
[<i>Company's Account.</i>]	
Rents received from lessees and other rents,	\$211,086 85
Interest,	37,860 00
Total income,	248,946 85
General expenses,	8,322 66
New depot at Brattleborough.	
Net income,	240,624 19
Interest accrued during year:	97,107 21
On funded debt,	\$85,725 00
On other debt,	11,382 21
Dividends declared (6 per cent.),	90,000 00
Balance for the year (surplus),	53,516 98
Balance at commencement of year,	237,186 52
Balance Sept. 30, 1883 (surplus),	290,703 50
ANALYSIS OF EARNINGS.	
[<i>Lessees' Account.</i>]	
From local passengers,	\$121,244 73
through passengers (to and from other roads),	93,644 30
express and extra baggage,	9,613 99
mails,	7,345 15
Total earnings from passenger department,	231,848 17
From local freight,	132,986 92
through freight (to and from other roads),	228,800 27
Total earnings from freight department,	361,787 19
TOTAL TRANSPORTATION EARNINGS,	593,635 36
Income from all other sources, viz.:	44,076 81
Rent of buildings, tenements, etc.,	\$10,350 69
Net earnings of propellers belonging to this line,	33,726 12
TOTAL INCOME FROM ALL SOURCES,	637,712 17
ANALYSIS OF EXPENSES.	
[<i>Lessees' Account.</i>]	
Salaries of general officers and clerks,	\$11,306 33
Legal expenses,	1,072 50
Insurance,	2,571 96
Stationery and printing,	2,372 86
Outside agencies and advertising,	849 14
Contingencies and miscellaneous,	4,733 73
Repairs of bridges (including culverts and cattle-guards),	6,961 88
Repairs of buildings,	8,372 98

Repairs of fences, road-crossings and signs,	\$5,295 54
Renewal of rails,	6,194 91
[Number tons steel laid, 34.]	
[Number tons iron laid, 69.]	
Renewal of ties,	13,559 96
[Number laid, 40,807.]	
Repairs of road-bed and track,	59,456 11
Repairs of locomotives (4 new, \$48,750),	69,329 95
Fuel for locomotives,	74,280 38
[Tons of coal, 13,681; cords of wood, 1,769.]	
Water supply,	1,306 89
Oil and waste,	7,046 72
Locomotive service,	30,431 41
Repairs of passenger-cars,	9,192 73
Passenger-train service,	11,376 01
Passenger-train supplies,	2,513 67
Repairs of freight-cars,	19,186 18
Freight-train service,	14,090 78
Freight-train supplies,	2,274 74
Mileage freight-cars,	18,972 61
Telegraph expenses,	2,570 77
Loss and damage, freight and baggage,	118 99
Loss and damage, property and cattle,	827 44
Personal injuries,	463 69
Agents and station service,	69,400 00
Station supplies,	6,773 82

TOTAL OPERATING EXPENSES,	\$462,904 68
Taxes,	26,163 93

TOTAL OPERATING EXPENSES AND TAXES,	\$489,068 61
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PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE
YEAR.

[Company's Account.]

Property sold (or reduced in valuation on the books) and
credited property accounts during the year:

Steamer Bolivar sold,	\$16,830 00
Sundry items transferred to general expenses,	286 77

Total credits to property accounts,	\$17,116 77
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NET DEDUCTION FROM PROPERTY ACCOUNT FOR THE
YEAR,

17,116 77

Balance Sheet Sept. 30, 1883.

ASSETS.

[Company's Account]

Cost of road,	\$2,771,601 63
Cost of equipment,	248,420 44
Bonds of Brattleborough & Whitehall R. R.,	150,000 00
Steamboat property,	93,170 00

TOTAL PERMANENT INVESTMENTS,	\$3,263,192 07
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Cash,	\$21,363 44
Debit balances,	207,435 82

TOTAL CASH ASSETS,	228,799 26
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TOTAL ASSETS,	\$3,491,991 33
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LIABILITIES.		
[Company's Account]		
Capital stock,		\$1,500,000 00
Funded debt,		1,499,500 00
Unfunded debt, viz.:		201,787 83
Interest unpaid,	\$995 84	
Dividends unpaid,	1,075 75	
Notes payable,	199,500 00	
Vouchers and accounts,	216 24	
Profit & Loss balance,		290,703 50
TOTAL LIABILITIES,		\$3,491,991 33

MILEAGE, TRAFFIC, ETC.		
[Lessees' Account.]		
Passenger-train mileage,		253,501
Freight-train mileage,		186,243
TOTAL REVENUE-TRAIN MILEAGE,		439,744
Switching-train mileage,		104,151
Other train mileage,		1,352
TOTAL TRAIN MILEAGE,		545,247
Number of season-ticket passengers * (13,448),		13,448
Number of local passengers (including season),		236,445
Number of through passengers (to and from other roads),		174,179
TOTAL NUMBER OF PASSENGERS CARRIED,		410,624
Local passenger mileage (local passengers carried one mile),		3,366,528
Through passenger mileage (through passengers carried one mile),		3,689,092
TOTAL PASSENGER MILEAGE,		7,055,620
Number tons of local freight,		131,392
Number tons through freight (to and from other roads),		393,394
TOTAL NUMBER TONS FREIGHT CARRIED,		524,786
Local freight mileage (tons local freight carried one mile),		4,328,134
Through freight mileage (tons through freight carried one mile),		18,186,960
TOTAL FREIGHT MILEAGE,		22,515,094
Average weight of passenger-trains (exclusive of passengers),		246 tons.
Average number of cars in passenger-trains,		7
Average weight of freight-trains (exclusive of freight),		225 tons.
Average number of cars in freight-train,		25
Average number of persons employed,		500

DESCRIPTION OF ROAD.		
Main line of road from New London to Brattleborough,		121.00 miles.
Main line of road in Massachusetts,		54.00 "
Main line of road in Vermont,		11.00 "
Main line of road in Connecticut,		56.00 "
Total road belonging to this company,		121.00 "
Sidings and other tracks not above enumerated,		23.48 "
Same in Massachusetts,		7.75 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,		144.48 "
Same in Massachusetts,		61.75 "
Total length of steel rails in tracks, not including steel-top rails,		62.00 "
[Weights per yard, 57, 58 and 60 pounds.]		
Total miles of road operated by lessees,		121.00 "
Total miles of road operated by lessees in Massachusetts,		54.00 "

* Reckoning twelve passengers per week for time of each season ticket.

Number of stations in Massachusetts on all <i>roads operated</i> by lessees,	19
Number of telegraph-offices in same,	10
Number of stations on all <i>roads owned</i> by this company,	45
Same in Massachusetts,	19

EQUIPMENT.

Number of locomotives,	22
Number of passenger-cars,	15
Number of baggage, mail, and express cars,	10
Number of freight-cars (basis of 8 wheels),	312
Number of other cars,	13

NOTE.—Items relative to operation are for 100 miles, New London to Miller's Falls. The remaining 21 miles, Miller's Falls to Brattleborough, was bought by this company subject to a lease to the Central Vermont Railroad Company, under which they are still operating it.

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	1	-	1	5
Others,	-	-	1	-	1	-	2	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

March 12, 1883. — Charles P. Bachelder, killed by train 28, in bridge at Three Rivers. Case of suicide.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order,	65.0 tons.
Average weight of locomotives in working order,	45.0 "
Maximum weight of tenders full of fuel and water,	24.5 "
Average weight of tenders full of fuel and water,	22.5 "
Maximum weight of passenger-cars,	25.0 "
Average weight of passenger-cars,	21.5 "
Average weight of mail and baggage cars,	19.0 "
Average weight of 8-wheel box freight-cars,	9.0 "
Average weight of 8-wheel platform-cars,	8.0 "
Average weight of 4-wheel platform-cars,	4.5 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	43 ft. 4 in.
Total length of heaviest engine and tender over all,	53 ft. 3 in.
Number of locomotives equipped with train-brake,	13
[Kind of brake: Westinghouse Automatic.]	
Number of cars equipped with train-brake,	24
[Kind of brake: Westinghouse Automatic.]	
Number of passenger-cars with Miller platform and buffer,	24
BRIDGES.	
Number of timber bridges of 25 feet and upwards,*	31
Aggregate length of same for single track (3,867 feet).	
Number of crossings of highways at grade,*	39

* In Massachusetts, on miles road owned.

Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	3
Number of highway bridges 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen,	38
Number of railroad-crossings at grade (specifying each): .	2
B. & A., at Palmer; B. & A., at Barrett's Junction.	
Number of railroad-crossings over other railroads (specify- ing each):	1
Fitchburg, at Miller's Falls.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets), for local passengers on roads operated by this company,	3.30 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.54 "
Average rate of fare per mile for season-ticket passengers,* .	.72 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, .	3.04 "
Average rate of local freight per ton per mile,	3.50 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.26 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.60 "

CAPITAL STOCK.

Capital stock authorized by charter, \$2,000,000 00	
Capital stock authorized by votes of company, 1,500,000 00	
Capital stock issued (number of shares, 15,000); amount paid in,	\$1,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . .	1,500,000 00
Total number of stockholders,	321
Number of stockholders in Massachusetts,	51
Amount of stock held in Massachusetts,	\$286,700 00

DEBT.

Funded debt, as follows:—	
First mortgage bonds due 1885, rate of interest 6 per cent.,	\$300,000 00
Interest paid on same during year, \$18,000 00	
Second mortgage bonds due 1892, rate of interest 7 per cent.,	387,500 00
Interest paid on same during year,	27,125 00
Consolidated bonds due 1900, rate of interest 5 per cent., .	812,000 00
Interest paid on same during year,	40,600 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,499,500 00

NAME AND RESIDENCE OF OFFICERS.

Robert Coit, *President*, New London, Conn. J. A. Southard, *Auditor*, New London, Conn. C. F. Spaulding, *Superintendent and General Freight and Passenger Agent*, New London, Conn. Robert Coit, *Treasurer*, New London, Conn. J. A. Southard, *Clerk of Corporation*, New London, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Robert Coit, New London, Conn. William W. Billings, New London, Conn. William H. Barns, New London, Conn. Benjamin Stark, New London, Conn. Augustus Brandegee, New London, Conn. Jonathan N. Harris,

* Reckoning *twelve passengers* per week for time of each season ticket.

New London, Conn. C. A. Williams, New London, Conn. Thomas Ramsdell, Windham, Conn. C. H. Osgood, Norwich, Conn. William H. Hill, Boston, Mass. James A. Rumrill, Springfield, Mass.

PROPER ADDRESS OF THE COMPANY.
NEW LONDON NORTHERN RAILROAD COMPANY,
NEW LONDON, CONN.

ROBT. COIT,
W. W. BILLINGS,
WM. H. BARNS,
BENJ. STARK,
AUGUSTUS BRANDEGEE,
Directors.
ROBT. COIT,
Treasurer.
C. F. SPAULDING,
Superintendent,

STATE OF CONNECTICUT.

CITY AND COUNTY OF NEW LONDON, ss. Nov. 7, 1883. Then personally appeared Robert Coit, W. W. Billings, Wm. H. Barns, Benj. Stark, Augustus Brandegee, and C. F. Spaulding, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JUSTUS A. SOUTHARD,
Notary Public.

REPORT

OF THE

NEW YORK & BOSTON INLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This company has organized and obtained a certificate of incorporation, but has not yet begun the construction of its road.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Engineering, agencies, salaries and other expenses, . . .	\$30,000 00
TOTAL FOR CONSTRUCTION,	30,000 00
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$30,000 00
Cash,	20,000 00
TOTAL ASSETS,	\$50,000 00
LIABILITIES.	
Capital stock (\$500,000 subscribed, 10 per cent paid in), .	\$50,000 00
TOTAL LIABILITIES,	\$50,000 00
CAPITAL STOCK.	
Capital stock authorized by charter,	\$500,000 00
Capital stock authorized by votes of company,	500,000 00
Capital stock paid in on shares not issued (number shares 5,000),	\$50,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co., . . .	50,000 00
Total number of stockholders,	38
Number of stockholders in Massachusetts,	29
Amount of stock held in Massachusetts,	\$25,410 00

NAME AND RESIDENCE OF OFFICERS.

Charles T. Sabin, *Vice-President*, Montpelier, Vt. George Cook, *Treasurer*, Boston, Mass. E. D. Hewins, *Clerk of Corporation*, Fitchburg, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. R. Bodwell, Hallowell, Me. Samuel L. Ham, Peabody, Mass. Moses Webster, Vinalhaven, Me. Charles T. Sabin, Montpelier, Vt. William Rotch, Boston, Mass. Wm. F. Draper, Hopedale, Mass. George Cook, Boston, Mass. George W. Johnson, Milford, Mass. Moody Merrill, Boston, Mass. Henry E. Morgan, Milford, Mass. John H. Buttrick, Lowell, Mass. H. A. Blood, Fitchburg, Mass.

PROPER ADDRESS OF THE COMPANY.
NEW YORK & BOSTON INLAND RAILROAD COMPANY,
8 CONGRESS STREET, ROOM 22,
BOSTON, MASS,

GEO. COOK,
CHARLES T. SABIN,
H. A. BLOOD,
SAM'L L. HAM,
WM. ROTCH,
H. E. MORGAN,
J. R. BODWELL,

Directors.

GEO. COOK,

Treasurer.

CHARLES T. SABIN,

Vice-President.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 8, 1883. Then personally appeared Geo. Cook, Charles T. Sabin, H. A. Blood, Sam'l L. Ham, Wm. Rotch, H. E. Morgan and J. R. Bodwell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. D. HEWINS,

Justice of the Peace.

REPORT

OF THE

NEW YORK & NEW ENGLAND RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$3,571,858 40
Total expense (including taxes) and insurance,	3,186,377 69
Net income,	385,480 71
Rentals:	
Newburg, Dutchess & Connecticut R.R.,	\$34,057 88
Rhode Island & Massachusetts R.R.,	20,000 00
Springfield & North-eastern R.R. (including portion of last year's rental),	10,379 20
Springfield & New London R.R.,	5,500 00
Rockville R.R.,	4,500 00
Norwich & Worcester R.R.,	406 67
	74,843 75
Interest accrued during year:	939,184 14
On funded debt,	\$789,788 33
Interest on funded indebtedness incurred for purchase of real estate, secured by estate purchased (Boston Terminal),	58,276 47
On other debt (floating debt and Car Trust Equipment),	91,119 34
Boston grain elevator (loss in operating),	2,907 65
Worthless accounts,	150 00
Balance for the year (deficit),	631,604 83
Balance at commencement of year,	\$877,514 51
Deduct amount erroneously in- cluded in income from other sources on account of one- half of net earnings New England Transfer Co.,	\$42,527 99
Also amount that should have been deducted from earnings on account of over credit in previous years on same ac- count,	9,466 16
Also amount over credited, on account of inventory being in excess of stock of mate- rials as shown by books, not ascertained until after close of year,	24,512 95
	76,507 10
Balance at commencement of year as so changed,	801,007 41
Balance Sept. 30, 1883 (surplus),	169,402 58

ANALYSIS OF EARNINGS.	
From local passengers,	\$800,288 23
through passengers (to and from other roads),	308,944 70
express and extra baggage,	106,085 17
mails,	46,468 01
<i>Total earnings from passenger department,</i>	<i>1,261,786 11</i>
From local freight,	1,323,466 70
through freight (to and from other roads),	791,077 78
<i>Total earnings from freight department,</i>	<i>2,114,524 48</i>
TOTAL TRANSPORTATION EARNINGS,	3,376,310 59
Miscellaneous sources,*	†192,342 88
Income from all other sources, viz:	3,204 93
Hudson River Transfer,	\$2,654 93
Dividend on notes given by A. W. Sprague Co.	
to H. P. & F. R.R.,	550 00
TOTAL INCOME FROM ALL SOURCES,	\$3,571,858 40
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$114,859 04
Legal expenses,	23,958 48
Insurance,	22,852 42
Stationery and printing,	27,806 86
Outside agencies and advertising,	28,713 74
Contingencies and miscellaneous,	48,452 61
Repairs of bridges (including culverts and cattle guards),	50,175 78
Repairs of buildings,	48,044 80
Repairs of fences, road crossings and signs,	9,492 67
Renewal of rails,	43,073 24
[Number tons steel laid, 6161.268.] ‡	
[Number tons iron laid 26.51.]	
Renewal of ties,	70,825 39
[Number laid, 174,897.]	
Repairs of road-bed and track,	296,648 89
Repairs of locomotives,	332,086 41
Fuel for locomotives,	475,196 64
[Tons of coal, 132,291.87 net.]	
Water supply,	29,504 18
Oil and waste,	29,313 00
Locomotive service,	233,480 79
Repairs of passenger-cars,	105,974 50
Passenger-train service,	101,674 76
Passenger-train supplies,	17,031 17
Mileage passenger-cars,	11,819 53
Repairs of freight-cars,	147,980 43
Freight-train service,	164,422 63
Freight-train supplies,	21,165 97

* Auditor's Note — Nothing was received from "Rents for use of road."

† Statement of miscellaneous earnings for fiscal year ending Sept. 30, 1883:

Rents,	\$59,364 10
Wharves and docks	41,225 95
Dividends received during year from New England Transfer Co.,	30,750 00
Excess of inventory of road and bridge material taken Jan. 1, 1883, over stock on hand as shown by books,	37,621 27
Miscellaneous Transportation Earnings: transportation of milk cars, use of cars and engines, hauling passenger car for South Manchester R.R., hauling special trains, switching and storage collections at stations etc.,	23,381 56

\$192,342 88

‡ These 66 and 60 pound rails replacing 60 pound steel and 56 and 60 pound iron: 4106.10 tons replacing steel; 2056.16 tons replacing iron.

200 NEW YORK & NEW ENGLAND RAILROAD. [Jan.

Mileage freight-cars,	\$3,837 33
Telegraph expenses (despatches, operators and telephone service),	62,014 40
Loss and damage, freight and baggage,	29,295 47
Loss and damage, property and cattle,	6,021 66
Personal injuries,	15,717 06
Agents and station service,	424,705 76
Station supplies,	40,323 26
TOTAL OPERATING EXPENSES,	\$3,036,468 87
Taxes,	149,908 82
TOTAL OPERATING EXPENSES AND TAXES,	\$3,186,377 69
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$338,456 38
Bridging,	93,096 36
Superstructure, including rails,	614,626 58
Land, land damages and fences,	24,629 27
Passenger and freight stations, wood-sheds and water-stations,	79,701 29
Engine-houses, car-sheds and turn-tables,	8,393 80
Machine-shops, (including tools),	29,557 90
Engineering, agencies, salaries and other expenses during construction,	20,198 68
Purchase of other roads:	
Improvements South Boston flats,	89,888 14
TOTAL FOR CONSTRUCTION,	\$1,298,548 40
Locomotives,	\$43,161 82
Passenger, mail and baggage cars,	18,872 82
Freight and other cars,	118,669 75
TOTAL FOR EQUIPMENT,	\$180,704 39
Other expenditures charged to property account:	
H. P. & F. R.R. payments to obtain possession,	\$4,653 75
Commonwealth of Massachusetts, acct. 50 acre lot,	101,000 00
Piper's wharf, Boston, payment on account,	15,000 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	\$1,599,906 54
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
5.343 miles of Woonsocket Division,	\$409,118 33
Real estate at New Britain,	2,107 00
Real estate at Dudley,	250 00
Total credits to property accounts,	411,475 33
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	\$1,188,431 21
Balance Sheet, Sept. 30, 1883	
ASSETS.	
Cost of road (estimated),	\$28,681,081 48
Cost of equipment,	2,450,978 75
Actual cost of road and equipment east of Waterbury,	\$31,132,060 23

Extension of road west of Waterbury, . . .	\$2,689,449 75	
Stock of New England Transfer Co., . . .	40,900 00	
Bonds and stock of Connecticut Central R.R., . . .	283,642 37	
TOTAL PERMANENT INVESTMENTS, . . .		\$34,146,052 35
Cash,	\$73,759 60	
Steamer Wm. T. Hart cost,*	177,194 33	
Due from agents and companies,	614,220 12	
Materials and supplies,	487,076 44	
Debit balances,	39,454 72	
Capital stock formerly held by Commonwealth of Massachusetts in hands of treasurer,	46,000 00	
TOTAL CASH ASSETS,		1,437,705 21
TOTAL ASSETS,		\$35,583,757 56
LIABILITIES.		
Capital stock,		\$20,000,000 00
Funded debt:		
First mortgage bonds, . . . \$10,000,000 00		
Second mortgage bonds, . . . 2,381,000 00		
	\$12,381,000 00	
Funded indebtedness incurred for purchase of real estate, secured by estate purchased (Boston Terminal lands):		
Note to B. & A. R.R. Co., . . . \$300,000 00		
Due Commonwealth of Massa- chusetts (25 and 12 acre lots),	986,532 00	
Mortgage note, Drake's Wharf,	125,000 00	
	1,411,532 00	
		13,792,532 00
Unfunded debt, viz.:		1,621,822 98
Interest unpaid,	\$196,650 00	
Notes payable,	438,018 99	
Vouchers and accounts,	987,153 99	
Profit & Loss balance,		169,402 58
TOTAL LIABILITIES,		\$35,583,757 56
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage		1,277,075
Freight-train mileage,		1,279,937
TOTAL REVENUE-TRAIN MILEAGE,		2,557,012
Switching-train mileage,		652,569
Other train mileage,		82,932
TOTAL TRAIN MILEAGE		3,292,513
Number of season-ticket passengers,		953,088
Number of local passengers (including local season),		3,677,217
Number of through passengers (to and from other roads),		793,114
TOTAL NUMBER OF PASSENGERS CARRIED,		4,470,331
Local passenger mileage (local passengers carried one mile),		39,393,758

* This item was included in "Permanent Investments" last year.

The company has paid for construction out of its general funds \$240,509.64. This sum will be reimbursed to the company from the proceeds of second mortgage bonds, already sold, and when received can be used by the company to pay its floating debt, interest upon its funded debt, or for any other purpose to meet the wants of the company.

202 NEW YORK & NEW ENGLAND RAILROAD. [Jan.

Through passenger mileage (through passengers carried one mile).	14,421,316
TOTAL PASSENGER MILEAGE,	53,815,074
Number tons of local freight,	1,060,288
Number tons through freight, (to and from other roads), . .	741,072
TOTAL NUMBER TONS FREIGHT CARRIED,	1,801,360
Local freight mileage (tons local freight carried one mile), .	49,768,136
Through freight mileage (tons through freight carried one mile),	103,444,874
TOTAL FREIGHT MILEAGE,	153,213,010
Average number of cars in passenger-trains,	3.55
Average number of cars in freight-train,	17.96
Average number of persons employed by N. Y. & N. E. R.R.,	4,320
Average number of persons employed by contractors, . . .	494

DESCRIPTION OF ROAD.

Main line of road from Boston to Hopewell Junction, . . .	215.04 miles.
Main line of road from Wicopee Junction to Fishkill on the Hudson,	1.80 "
Main line of road from Providence to Willimantic,	58.50 "
Main line of road in Massachusetts,	52.00 "
Main line of road in Connecticut,	166.30 "
Main line of road in Rhode Island,	26.32 "
Main line of road in New York,	30.72 "
Double track on main line,	61.6 "
Same in Massachusetts,	36.5 "
Branches owned by company, viz.:	
Woonsocket Division (single track),	28.41 "
Southbridge Branch,	17.37 "
Dedham Branch, } (single track),	1.52 "
New Dedham Branch, }	
Ridge Hill Branch,	1.64 "
Dorrance Street Branch, . . . . .	.82 mile.
Hartford Freight Branch, . . . . .	.67 "
Total length of branches owned by company,	50.43 miles.
Total length of branches owned by company in Massachu-	
setts,	42.59 "
Total length of branches owned by company in Connecticut,	6.02 "
Total length of branches owned company in Rhode Island,	1.82 "
Total road belonging to this company,	325.77 "
Sidings and other tracks not above enumerated,	108.42 "
Same in Massachusetts,	36.20 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	495.79 "
Same in Massachusetts,	165.29 "
Total length of steel rails in tracks, not including steel-top rails,*	309.12 "
[Weights per yard, 60 and 66 lbs.]	

Roads and Branches belonging to other Companies, operated by this Company under lease or Contract.

Norwich & Worcester R.R., length,	66.40 "
Rhode Island & Massachusetts R.R., length,	13.60 "
Rockville R.R.,	4.40 "
Connecticut Central R.R., } length,	34.68 "
Springfield & New London R.R. & Melrose Branch, }	
Total length of above roads,	119.08 "
Total length of above roads in Massachusetts (including Nor-	
wich & Worcester Railroad),	31.10 "
Total length of above roads in Massachusetts (not including	
Norwich & Worcester Railroad),	13.70 "

* Including double track and sidings laid with steel, viz., sidings 8.9 and double track 61.6.

Total length of above roads in other States (specifying each) :	
Connecticut,	80.98 miles.
Rhode Island,	7.00 "
Total miles of road operated by this company (not including Norwich & Worcester Railroad),	378.45 "
Total miles of road operated by this company in Massachu- setts (not including Norwich & Worcester Railroad),	108.36 "
Number of stations in Massachusetts on all roads operated by this company,	70
Number of telegraph-offices in same,	28
Number of stations on all roads owned by this company,	145
Same in Massachusetts,	54
EQUIPMENT.	
Number of locomotives (leased, 50; owned, 101*),	151
Number of passenger-cars (leased, 13; owned, 131),	144
Number of parlor or sleeping cars,	2
Number of baggage, mail, and express cars (leased, 6; owned, 35),	41
Number of freight-cars (basis of 8 wheels) (leased, 1,509; owned, 2,247),	3,756
Number of other cars,	16

LIST OF ACCIDENTS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL. (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS. (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	14	—	3	—	17	—	27
Employees,	2	5	7	28	9	33	28	98
Others,	—	—	11	12	11	12	21	22

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 6, 1882. — Adam Walter, killed by train 17 at South Bellingham.

October 7. — Frank Force, burnt with gasoline at Norwood shops.

October 11. — Mrs. Robert Jigger, struck by train 85 at River Street.

October 14. — A. J. Collins and J. W. Robertson injured, collision trains 14 and 2-98 at East Douglas.

October 14. — Six persons injured by train 15 striking a hack, Dorchester.

October 14. — Train 139 struck and killed an unknown man between Bellingham and North Bellingham.

October 14. — Cornelius Shea, finger taken off coupling, Norwood Centre.

October 16. — G. A. Ayer, thrown down by jar of coach, spine injured, while near Springfield, standing in the baggage-car where he had no business.

October 20. — Boston: Patrick Donough jumped from train before it stopped.

October 31. — Walpole: train 62 run over and killed Jas. H. Vaughan.

November 9. — Norwood shops: T. Thompson, dropping iron on foot.

November 10. — Jackson's: D. Morris, fireman, injured by collision freight 17 and 54.

November 11. — E. Thompson: Patrick Murray struck by train 23.

* Five not in service — since sold.

November 16. — M. McNeerney, killed by train 80 near Bird Street.

November 28. — J. K. Ronald, freight conductor, fell from train, Blackstone.

November 29. — M. Murphy, struck by train 30 near Hyde Park.

November 29. — H. W. Coltt, freight brakeman, killed; struck by bridge, Mattapan.

December 8. — S. Meron, killed by train 5, North Webster.

December 12. — Boston: J. P. Estburn, thrown off car and killed.

December 28. — East Douglas: man found on track with skull fractured.

January 5, 1883. — Wm. Prouse, finger broken coupling cars, Hyde Park.

February 1. — J. J. Connors, fingers injured coupling cars, Boston.

February 12. — B. W. Ward, arm and wrist injured coupling cars, Franklin.

February 13. — Everett Moody, freight brakeman, supposed struck by bridge between Boston and Hyde Park.

March 5. — J. H. Murdock, bridge carpenter, struck by train, Boston.

March 3. — Boston: F. H. Montgomery, finger crushed coupling cars, Charles River.

March 27. — F. Sturgis, fireman, run over and killed on account engine breaking loose from train at Hyde Park.

March 27. — Walter Spear, passenger brakeman, injured attempting to jump on pilot, Dedham.

April 19. — Norwood Centre: J. Cookley, watchman, run over by train 5.

May 10. — Boston: Chas. Knight, after making coupling, struck by train on next track.

June 1. — Boston yard: engine struck team; W. W. Kent and C. E. Dawson injured.

June 6. — Bird Street: gravel train derailed and brakeman Chas. Martin killed.

June 11. — Harvard Street: J. W. Pason, finger mashed attempting to get on train 49.

June 13. — Dedham Junction: E. Fitzgerald, coupling cars (not using stick).

June 20. — E. W. Stackpole, found dead on track; supposed struck by bridge between Mt. Bowdoin and Dedham Junction.

June 30. — Boston: Ed. O. Regan, boy, found injured on track; died.

July 1. — C. H. Rhodes, conductor, injured coupling cars, Blackstone.

July 9. — One mile east of Medway, train thrown off track by pilot catching crossing plank; number of passengers injured.

July 9. — J. Buckley, working under car at Norwood shops; car struck by yard engine and Buckley killed.

July 10. — E. Longmeadow: G. A. Woodward, freight brakeman, foot crushed.

July 17. — Wm. Fidler, leg cut off attempting to board train 49.

July 21. — Douglas: Italian laborer struck and killed by steamboat train.

July 23. — Near Blackstone: Mrs. A. E. Hammond, face cut by contents of cart which train had struck, breaking window in car.

July 24. — Franklin: G. H. Gore, collar-bone broken coupling cars.

July 24. — Boston: F. Emmanuel, fingers injured coupling.

July 30. — Boston: Henry D. Prindle, coupling without stick.

August 2. — At Franklin: Dump car upsetting injuring five Italians.

August 7. — Boston: William Thomas, coupling cars,

August 18. — Near West Wrentham; Albert B. Thayer, struck and killed by train 170.

August 21. — Near Woonsocket Junction: Two Italian laborers, G. Carbone and G. Tranfoglin, struck and killed by train 85.

August 23. — Near Woonsocket Junction: An Italian laborer struck and killed by train 43.

August 25. — Millville: J. E. Hodgdon, legs caught between deadwoods.

August 28 — Boston: Unknown man struck and killed by train.

August 29. — Bird Street: Train 91 struck team containing two drunken men; one hurt.

September 10. — J. Jarvis, killed at Webster attempting to get on train 8.

September 11. — South Boston: W. J. Ryan, struck and killed by train 58.

September 12. — Mt. Bowdoin: Fred. Balcom, found on track; supposed struck by bridge.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	52 tons.
Average weight of locomotives in working order, . . .	40 "
Maximum weight of tenders full of fuel and water, . . .	33 "
Average weight of tenders full of fuel and water, . . .	25 "
Maximum weight of passenger-cars,	22 "
Average weight of passenger-cars,	19 "
Average weight of mail and baggage cars,	16 "
Average weight of 8-wheel box freight-cars,	10 "
Average weight of 4-wheel box freight-cars,	5 "
Average weight of 8-wheel platform-cars,	7 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 ft. 11 in.
Total length of heaviest engine and tender over all, . . .	55 ft. 8 in.
Number of locomotives equipped with train-brake, . . .	77
[Kind of brake: Westinghouse Automatic.]	
Number of cars equipped with train-brake,	184
[Kind of brake: Westinghouse Automatic.]	
Number of passenger-cars with Miller platform and buffer, . .	184

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Elmwood, Dedham, . .	Plate Girder.	Iron.	28 ft. 4 in.	February, 1883.
Wadsworth Bellingham, .	" "	"	26 ft. 6 in.	" "
Ironstone, Uxbridge, . .	" "	"	26 ft.	" "
Jackson's, "	" "	"	23 ft. 8 in.	" "
East Blackstone, . . .	Pile Trestle.	Wood.	358 ft.	" "
E. Chester Park, Boston,	Plate Girder.	Iron.	115 ft.	August, "
Ellis, Dedham,	" "	"	91 ft. 2 in.	September, "

BRIDGES.

Number of trestle bridges of 25 feet and upwards,* . . .	11
Aggregate length of same for single track (901½ feet.) . .	
Aggregate length of same for double track (1,529½ feet.) .	
Number of spans of stone bridges of 25 feet and upwards.* .	8
Aggregate length of same for single track (64 feet.) . . .	
Aggregate length of same for double track (425 feet.) . . .	
Number of spans of iron bridges of 25 feet and upwards,* . .	17
Aggregate length of same for single track (50 feet.) . . .	

* In Massachusetts, on miles road owned.

Aggregate length of same for double track (841 feet.)	
Aggregate length of same for triple track (54 feet.)	
Number of spans of timber bridges of 25 feet and upwards,*	27
Aggregate length of same for single track (965 feet.)	
Aggregate length of same for double track (1,397 feet.)	
Number of crossings of highways at grade,*	96
Number of crossings of highways over railroad,	35
Number of crossings of highways under railroad,	32
Number of highway bridges 18 feet above track,	16
Number of highway bridges less than 18 feet above track,	24
Number of crossings at which gates or flagmen are maintained,	15
Number of crossings at which electric signals are maintained,*	1
Number of crossings at which there are neither signals nor flagmen,*	80
Number of railroad-crossings at grade (specifying each):*	4
Old Colony Railroad, Walpole.	
Old Colony Railroad, Medfield.	
Norwich & Worcester Railroad, Webster.	
Milford, Franklin & Providence Railroad, Bellingham.	
Number of railroad-crossings over other railroads (specifying each):*	3
Boston & Providence Railroad, Readville.	
Woonsocket Division, Woonsocket Junction.	
Providence & Worcester Railroad, near Blackstone.	
Number of railroad-crossings under other railroads (specifying each):*	2
Old Colony Railroad, South Boston.	
Main Line, Woonsocket Junction.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.292 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.142 "
Average rate of fare per mile for season-ticket passengers,	.782 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.061 "
Average rate of local freight per ton per mile,	2.641 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	.773 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.380 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	1,019,388
Passengers from Boston (including season),	1,037,810
Season-ticket passengers to and from Boston,	329,800
CAPITAL STOCK.	
Capital stock authorized by charter,	\$20,000,000 00
Capital stock authorized by votes of company,	20,000,000 00
Capital stock issued (number of shares, 171,370, and Berdell bonds entitling holders of same to 28,630 shares.)	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	\$20,000,000 00
Total number of stockholders (not including Berdell bond holders),	1,925
Number of stockholders in Massachusetts (not including Berdell bond holders),	1,076
Amount of stock held in Massachusetts (not including Berdell bonds),	\$7,495,500 00

* In Massachusetts on miles road owned.

DEBT.	
Funded debt, as follows:—	
First mortgage bonds due Jan. 1, 1905, rate of interest 7 per cent.,	\$6,000,000 00
Interest paid on same during year.*	
First mortgage bonds due Jan. 1, 1905, rate of interest 6 per cent.,	4,000,000 00
Interest paid on same during year.*	
Second mortgage bonds due Aug. 1, 1902, rate of interest 6 per cent.,	2,381,000 00
Funded indebtedness incurred for purchase of real estate secured by estate purchased (Boston Terminal lands.)	
Note to B. & A. R. R. due Feb. 7, 1889, rate of interest 2 per cent.,	\$300,000 00
Com. of Massachusetts, due May 1, 1891,	\$800,000 00
50, 25 and 12 acre lots due July 1, 1890,	86,532 00
Com. of Massachusetts,	100,000 00
	† 986,532 00
Mortgage note, Drake's Wharf,	125,000 00
	1,411,532 00
TOTAL AMOUNT OF FUNDED DEBT,	\$13,792,532 00

NAME AND RESIDENCE OF OFFICERS.

James H. Wilson, *President*, Boston, Mass. Samuel M. Felton, Jr., *General Manager*, Boston, Mass. Hiram M. Kochersperger, *Auditor*, Boston, Mass. C. C. F. Bent, Boston, Mass; E. Holbrook, Hartford, Conn.; L. W. Palmer, Providence, R. I., *Division Superintendents*. Geo. H. Williams, *General Freight Agent*, Boston, Mass. A. C. Kendall, *General Passenger Agent*, Boston, Mass. Geo. B. Phippen, *Treasurer*, Boston, Mass. James W. Perkins, *Secretary of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William T. Hart, Boston, Mass. Henry L. Higginson, Boston, Mass. Jonas H. French, Boston, Mass. Eustace C. Fitz, Boston, Mass. Jesse Metcalf, Providence, R. I. W. F. Sayles, Saylesville, R. I. Frederick J. Kingsbury, Waterbury, Conn. W. E. Barrows, Willimantic, Conn. G. M. Landers, New Britain, Conn. Wm. B. Franklin, Hartford, Conn. Le Grand B. Cannon, New York City. R. Suydam Grant, New York City. Jay Gould, New York City. Sidney Dillon, New York City. Cyrus W. Field, New York City. Hugh J. Jewett, New York City. Russell Sage, New York City. Geo. B. Roberts, Philadelphia, Pa. James H. Wilson, Boston, Mass.

* The amount of first mortgage interest paid during the year was \$652,530, which includes both six and seven per cent. bonds. Our accounts were not kept to show the amount of each separately.

† Rate of interest 4 per cent.

PROPER ADDRESS OF THE COMPANY.
NEW YORK & NEW ENGLAND RAILROAD COMPANY,
BOSTON, MASS.

JAMES H. WILSON,
President.

JONAS H. FRENCH,
JESSE METCALF,
EUSTACE C. FITZ,
R. S. GRANT,
W. F. SAYLES,
W. B. FRANKLIN,
G. M. LANDERS,
LE G. B. CANNON,
F. J. KINGSBURY,
WM. T. HART,

Directors.

H. M. KOCHERSPERGER,
Auditor.

GEO. B. PHIPPEN,
Treasurer.

S. M. FELTON, JR.,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 27, 1883. Then personally appeared the above named James H. Wilson, Jonas H. French, Eustace C. Fitz, R. S. Grant, W. F. Sayles, W. B. Franklin, G. M. Landers, Le G. B. Cannon, F. J. Kingsbury, Wm. T. Hart, H. M. Kochersperger, S. M. Felton, Jr., and Geo. B. Phippen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES W. PERKINS,
Justice of the Peace.

REPORT

OF THE

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$6,729,374 41
Total expense (including taxes),	4,705,346 28
Net income,	2,024,028 13
Rentals:	420,354 16
Shore Line Railway,	\$100,000 00
B. & N. Y. Air Line Railroad,	150,354 16
Harlem River & Port Chester Railroad (interest on bonds issued charged in bond interest account, payment being guaranteed by this company),	170,000 00
Interest accrued during the year,	20,485 71
On funded debt,	\$20,485 71
Dividends declared (10 per cent.),	1,550,000 00
Balance for the year (surplus),	33,188 26
Balance at commencement of year,	\$2,368,976 11
Add: premium on bonds sold,	47,971 09
Balance at commencement of year as so changed,	2,416,947 20
Balance Sept. 30, 1883 (surplus),	2,450,135 46
ANALYSIS OF EARNINGS.	
From local passengers,	\$2,394,464 32
through passengers (to and from other roads),	1,355,008 42
express and extra baggage,	250,196 11
mails,	149,256 73
Total earnings from passenger department,	4,148,925 58
From local freight,	862,910 38
through freight (to and from other roads),	1,618,749 64
other sources, freight department,	19,963 39
Total earnings from freight department,	2,501,623 41
TOTAL TRANSPORTATION EARNINGS,	6,650,548 99
Income from all other sources, viz.:	78,825 42
Rents,	\$78,825 42
TOTAL INCOME FROM ALL SOURCES,	\$6,729,374 41
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$106,537 56
Legal expenses,	37,053 14
Insurance,	426 00
Stationery and printing,	25,158 47
Outside agencies and advertising,	4,183 30
Contingencies and miscellaneous,	334,923 41
Repairs of bridges (including culverts and cattle-guards),	193,670 20
Repairs of buildings,	219,294 02
Repairs of fences, road-crossings and signs,	9,339 46

Renewal of rails,	\$38,499 20
[Number tons steel laid, 962.48.]	
Renewal of ties,	119,550 61
[Number laid, 271,706.]	
Repairs of road-bed and track,	550,267 76
Repairs of locomotives,	157,874 63
Fuel for locomotives,	451,151 28
[Tons of coal, 98,682; cords of wood, 133.]	
Water supply,	22,203 94
Oil and waste,	67,950 08
Locomotive service,	247,077 86
Repairs of passenger-cars,	242,800 29
Passenger-train service,	179,299 81
Passenger-train supplies,	18,578 45
Repairs of freight-cars,	87,052 37
Freight-train service,	210,934 71
Freight-train supplies,	1,019 90
Mileage freight-cars,	107,318 16
Telegraph expenses,	30,540 60
Loss and damage, freight and baggage,	6,509 88
Loss and damage, property and cattle,	4,484 74
Personal injuries,	79,766 01
Agents and station service,	741,624 15
Station supplies,	113,996 42
TOTAL OPERATING EXPENSES,	\$4,409,086 41
Taxes,	296,259 87
TOTAL OPERATING EXPENSES AND TAXES,	\$4,705,346 28
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Bridging,	\$60,000 00
Land, land damages, and fences,	37,774 17
Land, land damages, on account of four-tracking road,	43,747 61
Passenger and freight stations, wood-sheds, and water-stations,	766 08
Engineering, agencies, salaries, and other expenses during construction,	14,267 15
On account of four-tracking road, \$58,780 84	
TOTAL FOR CONSTRUCTION,	156,555 01
Locomotives (number, 5),	59,871 64
Passenger, mail, and baggage cars (estimated excess of betterments over renewals),	200,000 00
TOTAL FOR EQUIPMENT,	259,871 64
Other expenditures charged to property account:	
Real estate,	305,000 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	721,426 65
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	721,426 65

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$12,987,358 57
Cost of equipment,	2,414,326 35
Lands in Massachusetts,	142,914 10
Lands in Connecticut and New York,	722,360 57
Dock and wharves,	128,688 31
New construction,	58,780 84
Stock of Harlem River & Port Chester R. R.,	42,160 00
TOTAL PERMANENT INVESTMENTS,	\$16,496,588 74

Cash,	\$976,308 26	
Bills receivable,	941,050 00	
Due from agents and companies,	345,370 64	
Materials and supplies,	572,883 35	
Sinking fund,	1,184,257 55	
TOTAL CASH ASSETS,		\$4,019,869 80
TOTAL ASSETS,		\$20,516,458 54
LIABILITIES.		
Capital stock,		\$15,500,000 00
Funded debt,		2,000,000 00
Unfunded debt, viz.:		566,323 08
Interest unpaid,	\$33,819 04	
Notes payable,	2,000 00	
Vouchers and accounts,	530,504 04	
Profit & Loss balance,		2,450,135 46
TOTAL LIABILITIES,		\$20,516,458 54
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>		
Bonds guaranteed by this company, viz.:		\$3,000,000 00
Harlem River & Port Chester Railroad.		
TOTAL,		\$3,000,000 00
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage,		2,277,552
Freight-train mileage		1,409,036
TOTAL REVENUE-TRAIN MILEAGE,		3,686,588
Switching-train mileage,		638,222
Other train mileage,		171,920
TOTAL TRAIN MILEAGE,		4,496,730
Number of season-ticket passengers,*		2,160,574
Number of local passengers (including season),		6,232,345
Number of through passengers (to and from other roads),		846,823
TOTAL NUMBER OF PASSENGERS CARRIED,		7,079,168
Local passenger mileage (local passengers carried one mile),		134,192,852
Through passenger mileage (through passengers carried one mile),		62,187,777
TOTAL PASSENGER MILEAGE,		196,380,629
Number tons of local freight,		700,789
Number tons through freight (to and from other roads),		1,459,234
TOTAL NUMBER TONS FREIGHT CARRIED,		2,160,023
Local freight mileage (tons local freight carried one mile),		23,696,466
Through freight mileage (tons through freight carried one mile),		107,355,242
TOTAL FREIGHT MILEAGE,		131,051,708
Average weight of passenger-trains (exclusive of passengers),		174 tons.
Average number of cars in passenger-trains,		6
Average weight of freight-trains (exclusive of freight),		233 tons.
Average number of cars in freight-train,		20
Average number of persons employed,		3,994

* Reckoning *twelve passengers* per week for time of each season ticket.

DESCRIPTION OF ROAD.		
Main line of road from Harlem Railroad Junction, N. Y., to Springfield, Mass.,	123.20 miles.	
Main line of road in Massachusetts,	5.87 "	
Main line of road in Connecticut,	103.28 "	
Main line of road in New York,	14.05 "	
Double track on main line,	123.20 "	
Same in Massachusetts,	5.87 "	
Branches owned by company, viz.:		
Middletown (single track),	10.00 "	
New Britain (single track),	3.00 "	
Suffield (single track),	4.50 "	
Total length of branches owned by company,	17.50 "	
Total length of branches owned by company in Connecticut,	17.50 "	
Total road belonging to this company,	140.70 "	
Sidings and other tracks not above enumerated,	78.225 "	
Same in Massachusetts,	5.27 "	
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	342.125 "	
Same in Massachusetts,	17.01 "	
Total length of steel rails in tracks, not including steel-top rails,	259.40 "	
[Weights per yard, 60 and 70 pounds.]		
Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.		
Harlem River & Port Chester Railroad, length,	11.80 "	
Shore Line Railway, length,	50.97 "	
Boston & New York Air Line Railroad, length,	50.00 "	
Colchester Branch of B. & N. Y. Air Line, length,	3.59 "	
Total length of above roads,	116.36 "	
Total length of above roads in other States (specifying each):		
Connecticut,	104.56 "	
New York,	11.80 "	
Total miles of road operated by this company,	257.06 "	
Total miles of road operated by this company in Massachusetts,	5.87 "	
Number of stations in Massachusetts on all roads operated by this company,	3	
Number of telegraph-offices in same,	1	
Number of stations on all roads owned by this company,	59	
Same in Massachusetts,	3	
EQUIPMENT.		
Number of locomotives (leased, 7; owned, 115),	122	
Number of passenger-cars (leased, 7; owned, 248),	253	
Number of parlor or sleeping cars,	33	
Number of baggage, mail, and express cars (leased, 4; owned, 83),	87	
Number of freight-cars (basis of 8 wheels) (leased, 122; owned, 2,086),	2,208	
Number of other cars,	38	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	4	11
Employees,	-	-	-	10	-	10	11	75
Others,	-	1	-	3	-	4	35	27

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 6, 1882. — S. H. Greeley, employee, was caught between two cars at Springfield and slightly injured.

October 9. — George J. Rockford, employee, was slightly injured while coupling at Springfield.

October 30. — Thomas W. Williams, employee, slipped from car at Springfield and was slightly injured.

November 9. — E. L. Davis, employee, was caught between two brake-wheels at Springfield and slightly injured.

November 11. — Jerry Shea, a boy, fell from freight train in Springfield yard and was slightly injured.

December 13. — Charles St. Clair, employee, was caught between cars at Springfield and slightly injured.

March 5, 1883. — Charles H. Merrill, employee, was slightly injured while coupling at Springfield.

March 17. — John Malone was run over and severely injured at Springfield, by a car which was started down a side track by boys.

April 2. — Henry B. Smith, employee, fell from car at Springfield and was slightly injured.

May 22. — Jerry Sullivan, employee, fell from car at Springfield and was slightly injured.

May 25. — John McGraw was severely injured at Springfield by the 6.54 P. M. train from New Haven.

June 29. — A. J. Burlingham, employee, was injured while pulling a pin at Springfield.

July 16. — B. F. Thompson, employee, was slightly injured while coupling at Springfield.

September 18. — John O'Neil was run over while attempting to crawl under train at Springfield.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	41 tons.
Average weight of locomotives in working order, . . .	38 "
Maximum weight of tenders full of fuel and water, . . .	26½ "
Average weight of tenders full of fuel and water, . . .	21½ "
Maximum weight of passenger-cars, . . .	26½ "
Average weight of passenger-cars, . . .	19 "
Average weight of mail and baggage cars, . . .	19 "
Average weight of 8-wheel box freight-cars, . . .	10½ "
Average weight of 4-wheel box freight-cars, . . .	5 "
Average weight of 8-wheel platform-cars, . . .	8½ "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	48 ft. 2 in.
Total length of heaviest engine and tender over all, . . .	55 ft. 8 in.
Number of locomotives equipped with train-brake, . . .	74
[Kind of brake: Westinghouse.]	
Number of cars equipped with train-brake, . . .	373
[Kind of brake: Westinghouse.]	
Number of passenger-cars with Miller platform and buffer, . . .	370

BRIDGES.

Number of spans of iron bridges of 25 feet and upwards,* . . .	1
Number of crossings of highways at grade,* . . .	8

* In Massachusetts, on miles of road owned.

Number of crossings of highways under railroad,	3
Number of crossings at which there are neither signals nor flagmen,*	8

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this com- pany,	2.56 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.32 "
Average rate of fare per mile for season-ticket passengers, . .	.57 "
Average rate of fare per mile <i>received</i> from <i>all</i> passengers, . .	1.98 "
Average rate of local freight per ton per mile,	3.97 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.51 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	1.89 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$15,500,000 00	
Capital stock authorized by votes of company,	15,500,000 00	
Capital stock issued (number of shares, 155,000.)		
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		\$15,500,000 00
Total number of stockholders,	3,535	
Number of stockholders in Massachusetts,	487	
Amount of stock held in Massachusetts,	\$2,231,900 00	

DEBT.

Funded debt, as follows :—	
First mortgage bonds due 1903, rate of interest 4 per cent., . .	\$2,000,000 00

NAME AND RESIDENCE OF OFFICERS.

George H. Watrous, *President*, New Haven, Conn. E. M. Reed, *First Vice-President and General Superintendent*, New Haven, Conn. Charles P. Clark, *Second Vice-President*, New York, N. Y. S. C. Fleetwood, *Acting Auditor*, New York, N. Y. W. H. Stevenson, C. S. Davidson, Hartford, Conn.; O. M. Shepard, New Haven, Conn., *Superintendents*. Charles Rockwell, *General Freight Agent*, New Haven, Conn. Chas. T. Hempstead, *General Ticket Agent*, New York, N. Y. Wm. L. Squire, *Treasurer*, New York, N. Y. W. D. Bishop, Jr., *Clerk of Corporation*, Bridgeport, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

G. H. Watrous, New Haven, Conn. E. M. Reed, New Haven, Conn. W. D. Bishop, Bridgeport, Conn. Wilson G. Hunt, New York, N. Y. Geo. N. Miller, New York, N. Y. Chester W. Chapin, Springfield, Mass. A. R. Van Nest, New York, N. Y. Henry C. Robinson, Hartford, Conn. E. H. Trowbridge, New Haven, Conn. N. Wheeler, Bridgeport, Conn. C. M. Pond, Hartford, Conn. A. Schell, New York, N. Y. W. H. Vanderbilt, New York, N. Y.

* In Massachusetts, on miles road owned.

PROPER ADDRESS OF THE COMPANY.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
GRAND CENTRAL DEPOT, 42D ST. AND FOURTH AVENUE,
NEW YORK, N. Y.

GEO. H. WATROUS,
E. M. REED,
WM. D. BISHOP,
E. H. TROWBRIDGE,
AUGUSTUS SCHELL,
A. R. VAN NEST,
GEO. N. MILLER,
HENRY C. ROBINSON,
CHAS. M. POND,
NATH'L WHEELER,

Directors.

WILLIAM L. SQUIRE,

Treasurer.

EDWARD M. REED,

General Superintendent.

STATE OF NEW YORK.

CITY, COUNTY, AND STATE OF NEW YORK, ss. Nov. 10, 1883. Then personally appeared George H. Watrous, Edward M. Reed, William D. Bishop, E. H. Trowbridge, Augustus Schell, A. R. Van Nest, George N. Miller, Henry C. Robinson, Charles M. Pond, Nathaniel Wheeler and William L. Squire, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. E. BARNETT,

Notary Public, West Chester County.

Certificate filed in N. Y. County.

REPORT

OF THE

NORTH BROOKFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$2,580 31
Total expense (including taxes),	181 85
Net income,	2,398 46
Dividends declared (2½ per cent.),	2,500 00
Balance for the year (deficit),	101 54
Balance at commencement of year,	5,737 58
Balance Sept. 30, 1883 (surplus),	5,636 04
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$2,480 31
Income from all other sources, viz.:	100 00
Rent of hall,	\$100
TOTAL INCOME FROM ALL SOURCES,	\$2,580 31
ANALYSIS OF EXPENSES.	
Insurance,	\$20 00
Repairs of fences, road-crossings and signs,	48 23
TOTAL EXPENSES,	\$68 23
Taxes,	113 62
TOTAL EXPENSES AND TAXES,	\$181 85
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$105,456 79
Safe,	75 00
TOTAL PERMANENT INVESTMENTS,	\$105,531 79
Cash,	104 25
TOTAL ASSETS,	\$105,636 04
LIABILITIES.	
Capital stock,	\$100,000 00
Profit & Loss balance,	5,636 04
TOTAL LIABILITIES,	\$105,636 04

DESCRIPTION OF ROAD.	
Main line of road from North Brookfield to East Brookfield, .	4.160 miles.
Main line of road in Massachusetts,	4.160 "
Total road belonging to this company,	4.160 "
Sidings and other tracks not above enumerated, . . . . .	.490 "
Same in Massachusetts, . . . . .	.490 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.650 "
Same in Massachusetts,	4.650 "
Number of stations on all roads owned by this company, . .	1
Same in Massachusetts,	1
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards, .	1
Aggregate length of same for single track (120 feet), . . .	
Number of crossings of highways at grade,	10
Number of crossings at which there are neither signals nor flagmen,	10
CAPITAL STOCK.	
Capital stock authorized by charter,	\$100,000 00
Capital stock authorized by votes of company,	100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .	\$100,000 00
Total number of stockholders,	51
Number of stockholders in Massachusetts,	51
Amount of stock held in Massachusetts,	\$100,000 00

NAME AND RESIDENCE OF OFFICERS.

Bonum Nye, *President*, North Brookfield, Mass. Alden Batcheller, *Vice-President*, North Brookfield, Mass. John B. Dewing, *Treasurer*, North Brookfield, Mass. Theodore C. Bates, *Clerk of Corporation*, North Brookfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Alfred H. Batcheller, Boston, Mass. Bonum Nye, North Brookfield, Mass. Alden Batcheller, North Brookfield, Mass. Theodore C. Bates, North Brookfield, Mass. Freeman Walker,* North Brookfield, Mass. John B. Dewing, North Brookfield, Mass. George C. Lincoln, North Brookfield, Mass.

PROPER ADDRESS OF THE COMPANY.

NORTH BROOKFIELD RAILROAD COMPANY,
NORTH BROOKFIELD, MASS.

BONUM NYE,
THEODORE C. BATES,
GEO. C. LINCOLN,
JOHN B. DEWING,
Directors.
JOHN B. DEWING,
Treasurer.

* Deceased, July 13, 1883.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Nov. 6, 1883. Then personally appeared Bonum Nye, Theodore C. Bates, George C. Lincoln, John B. Dewing, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHAS. E. BATCHELLER,
Justice of the Peace.

REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.

Total income,		\$785,706 08
Total expense (including taxes),		498,467 00
Net income,		287,239 08
Rentals:		36,160 00
New London Northern Railroad Company,	\$36,160 00	
Interest accrued during year:		26,239 08
On funded debt,	26,000 00	
On other debt,	239 08	
Dividends declared (10 per cent.),		259,780 00
Balance for the year (deficit),		34,940 00
Balance at commencement of year,	913,342 44	
Deduct:		
Suspense account,	20,445 97	
Central Village Station accounts,	325 97	
Balance at commencement of year as so changed,		892,570 50
Balance Sept. 30, 1883 (surplus),		857,630 50

ANALYSIS OF EARNINGS.

From local passengers,		\$119,142 36
through passengers (to and from other roads),		88,967 08
express and extra baggage,		16,886 38
mails,		5,271 71
Total earnings from passenger department,		229,767 53
From local freight,		191,791 70
through freight (to and from other roads),		357,080 92
Total earnings from freight department,		548,872 62
TOTAL TRANSPORTATION EARNINGS,		778,640 15
Income from all other sources, viz.:		7,065 93
New York & New England Railroad Co.,	\$4,852 64	
Rentals,	2,213 29	

TOTAL INCOME FROM ALL SOURCES, \$785,706 08

ANALYSIS OF EXPENSES.

Salaries of general officers and clerks,		\$21,678 00
Legal expenses,		922 08
Insurance,		5,030 87
Stationery and printing,		4,791 09
Outside agencies and advertising,		3,915 60
Contingencies and miscellaneous,		9,979 62
Repairs of bridges (including culverts and cattle-guards),		5,757 46
Repairs of buildings,		6,482 45
Repairs of fences, road-crossings and signs,		948 45

Renewal of rails,		\$14,721 45
[Number tons steel laid, 1,190½.]		
Renewal of ties,		13,371 47
[Number laid, 36,139.]		
Repairs of road-bed and track,		37,997 37
Repairs of locomotives,		20,424 70
Fuel for locomotives,		60,617 17
[Tons of coal, 12,599; cords of wood, 40.]		
Water supply,		3,278 93
Oil and waste,		2,879 88
Locomotive service,		37,326 94
Repairs of passengers-cars,		11,232 92
Passenger-train service,		13,126 67
Passenger-train supplies,		1,043 17
Repairs of freight-cars,		34,010 79
Freight-train service,		27,905 72
Freight-train supplies,		2,998 80
Mileage freight-cars,		19,451 70
Telegraph expenses,		4,143 95
Loss and damage, freight and baggage,		1,271 97
Loss and damage, property and cattle,		155 60
Personal injuries,		281 94
Agents and station service,		72,089 22
Station supplies,		6,584 62
TOTAL OPERATING EXPENSES,		\$453,420 60
Taxes,		45,046 40
TOTAL OPERATING EXPENSES AND TAXES,		\$498,467 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Purchase of other roads:		
Willington improvement,		\$800 00
Wau e ran depot,		685 18
North Webster depot,		46 85
Groton extension,		2,461 76
TOTAL FOR CONSTRUCTION,		3,993 79
TOTAL CHARGES TO PROPERTY ACCOUNTS,		3,993 79
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	\$600 00	
Total credits to property accounts,		600 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,		3,393 79
Balance Sheet Sept. 30, 1883.		
ASSETS.		
Cost of road,	\$3,274,353 15	
Cost of equipment,	179,750 67	
Lands in Massachusetts and Connecticut,	3,107 08	
Stock of Nor. & New York Trans. Co.,	270,000 00	
TOTAL PERMANENT INVESTMENTS,		\$3,727,210 90
Cash,	\$10,833 45	
Due from agents and companies,	163,769 42	
Materials and supplies,	73,856 41	
Debit balances,	28,845 40	
TOTAL CASH ASSETS,		277,804 68
TOTAL ASSETS,		\$4,004,515 58

LIABILITIES.	
Capital stock,	\$2,604,400 00
Funded debt,	400,000 00
Unfunded debt, viz.,	142,485 08
Dividends unpaid,	\$3,074 00
Notes payable,	5,340 13
Vouchers and accounts,	134,070 95
Profit & Loss balance,	857,630 50
TOTAL LIABILITIES,	\$4,004,515 58
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	164,122
Freight-train mileage,	199,743
TOTAL REVENUE-TRAIN MILEAGE,	363,865
Switching-train mileage,	152,612
Other train mileage,	9,769
TOTAL TRAIN MILEAGE,	526,246
Number of season-ticket passengers,*	25,000
Number of local passengers (including season),	318,159
Number of through passengers (to and from other roads),	115,764
TOTAL NUMBER OF PASSENGERS CARRIED,	433,923
Local passenger mileage (local passengers carried one mile),	4,192,213
Through passenger mileage (through passengers carried one mile),	3,346,516
TOTAL PASSENGER MILEAGE,	7,538,729
Number tons of local freight,	213,439
Number tons through freight (to and from other roads),	408,791
TOTAL NUMBER TONS FREIGHT CARRIED,	622,230
Local freight mileage (tons local freight carried one mile),	8,248,195
Through freight mileage (tons through freight carried one mile),	13,133,379
TOTAL FREIGHT MILEAGE,	21,381,574
Average weight of passenger-trains (exclusive of passengers),	107 tons.
Average number of cars in passenger-trains,	3½
Average weight of freight-trains (exclusive of freight),	207
Average number of cars in freight-trains,	23
Average number of persons employed,	474
DESCRIPTION OF ROAD.	
Main line of road from Norwich to Worcester,	59.75 miles.
Main line of road in Massachusetts,	18.50 "
Main line of road in Connecticut,	41.25 "
Branches owned by company, viz.:	
Allyn's Point Extension (single track),	6.30 "
N. L. N. connection at Norwich (single track), . . . . .	.43 "
<i>Total length of branches owned by company,</i>	<i>6.73 "</i>
Total length of branches owned by company in Connecticut,	6.73 "
Total road belonging to this company,	66.48 "
Sidings and other tracks not above enumerated,	16.97 "
Same in Massachusetts,	5.14 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	83.45 "
Same in Massachusetts,	23.64 "
Total length of steel rails in tracks, not including steel-top rails,	30.60 "
[Weights per yard, 56 and 60 pounds.]	
Total miles of road operated by this company,	66.48 "
Total miles of road operated by this company in Massachusetts,	18.50 "

* Reckoning twelve passengers per week for time of each season ticket.

Number of stations in Massachusetts on all roads operated by this company,	9
Number of telegraph-offices in same,	3
Number of stations on all roads owned by this company,	24
Same in Massachusetts,	9
EQUIPMENT.	
Number of locomotives,	19
Number of passenger-cars,	10
Number of combination cars,	5
Number of baggage, mail and express cars,	4
Number of freight-cars (basis of 8 wheels),	534
Number of other cars (caboose, 6; smoking-car, 1),	7

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL. (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS. (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	-	-	3	-
Others,	-	-	2	1	2	1	3	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

December 8, 1882. — Solomon Meron, while walking on track near North Webster, was struck by train number 5 and killed.

January 1, 1883. — Thomas McNiff, while driving across Franklin Street crossing, Worcester, was struck by train number 14 and had collar-bone broken.

September 10. — Joseph Jarvis attempted to get on train number 8 between North Webster and Webster, fell and was run over. Died in about three and one-half hours.

GENERAL INFORMATION.		
Maximum weight of locomotives in working order,		45 tons.
Average weight of locomotives in working order,		35 "
Maximum weight of tenders full of fuel and water,		24 "
Average weight of tenders full of fuel and water,		22 "
Average weight of passenger cars,		37,500 lbs.
Average weight of mail and baggage cars,		32,000 "
Average weight of 8-wheel box freight cars,		16,600 "
Average weight of 4-wheel box freight cars,		8,600 "
Average weight of 8-wheel platform-cars,		15,500 "
Average weight of 4-wheel platform-cars (coal),		9,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,		43 ft. 8 in.
Total length of heaviest engine and tender over all,		52 ft. 5 in.
Number of locomotives equipped with train-brake,		6
[Kind of brake: Westinghouse Automatic.]		
Number of cars equipped with train-brake,		19
[Kind of brake: Westinghouse Automatic.]		
Number of passenger cars with Miller platform and buffer.		10

BRIDGES.

Number of spans of stone bridges of 25 feet and upwards,*	2
Number of spans of iron bridges of 25 feet and upwards,*	3
Number of spans of timber bridges of 25 feet and upwards,*	3
Number of crossings of highways at grade,*	29
Number of crossings of highways over railroad,	2
Number of crossings of highways under railroad,	4
Number of highway bridges 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	9
Number of crossings at which there are neither signals nor flagmen,*	20
Number of railroad-crossings at grade (specifying each),*	2
New York & New England Railroad at Webster.	
Boston & Albany Railroad at South Worcester.	

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.00 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.70 "
Average rate of fare per mile for season-ticket passengers,	.90 "
Average rate of fare per mile received from all passengers,	2 80 "
Average rate of local freight per ton per mile,	2.30 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.70 "
Average rate of freight per ton per mile received from all freight,	2.57 "

CAPITAL STOCK.

Capital stock authorized by charter,	\$3,825,000 00
Capital stock authorized by votes of company,	3,825,000 00
Capital stock issued (number of shares, 26,044).	
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	\$2,604,400 00
Total number of stockholders,	738
Number of stockholders in Massachusetts,	583
Amount of stock held in Massachusetts,	\$1,862,700 00

DEBT.

Funded debt, as follows:	
First mortgage bonds due 1897, rate of interest 6 per cent.,	\$400,000 00
Interest paid on same during year,	\$24,000 00

NAME AND RESIDENCE OF OFFICERS.

F. H. Dewey, *President*, Worcester, Mass. P. St. M. Andrews, *Managing Agent*, Norwich, Conn. M. M. Whittemore, *Auditor*, Norwich, Conn. P. St. M. Andrews, *Superintendent*, Norwich, Conn. Geo. A. Harris, *Freight Agent*, Norwich, Conn. Edw. T. Clapp, *Passenger Agent*, Norwich, Conn. G. L. Perkins, *Treasurer*, Norwich, Conn. Edw. T. Clapp, *Clerk of Corporation*, Norwich, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

F. H. Dewey, Worcester, Mass. Edw. L. Davis, Worcester, Mass. Thos. B. Eaton, Worcester, Mass. John F. Slater, Norwich, Conn. W. G. Weld, Boston, Mass. W. Bayard Cutting, New York, N. Y. Chas. W. Smith, Worcester, Mass. (deceased).

* On miles of road owned in Massachusetts.

PROPER ADDRESS OF THE COMPANY.

NORWICH & WORCESTER RAILROAD COMPANY,

NORWICH, CONN.

FRANCIS H. DEWEY,
JNO. F. SLATER,
W. BAYARD CUTTING,
THOS. B. EATON,

Directors.

G. L. PERKINS,

Treasurer.

P. ST. M. ANDREWS,

Superintendent.

STATE OF CONNECTICUT.

NORWICH, ss. Nov. 7, 1883. Then personally appeared Francis H. Dewey, Jno. F. Slater, W. Bayard Cutting, Thos B. Eaton, Directors, and G. L. Perkins, Treasurer, and P. St. M. Andrews, Superintendent of the Norwich & Worcester Railroad Company, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWIN A. TRACY,

Notary Public.

REPORT OF THE OLD COLONY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$4,469,855 64
Total expense (including taxes),	3,219,020 67
Net income,	1,250,834 97
Rentals,	191,001 57
Boston, Clinton, Fitchburg & New Bedford Railroad,	\$157,344 99
Lowell & Framingham Railroad,	19,927 45
Fall River Railroad,	10,129 13
Boston & Lowell Railroad,	3,600 00
Interest accrued during year:	446,475 89
On funded debt,	\$409,393 40
On other debt,	37,082 49
Dividends declared (7 per cent.),	608,006 00
Balance for the year (surplus),	5,351 51
Balance at commencement of year,	848,234 94
Balance Sept. 30, 1883 (surplus),	853,586 45
ANALYSIS OF EARNINGS.	
From local passengers,	\$1,699,267 96
through passengers (to and from other roads),	474,730 22
express and extra baggage,	113,318 67
mails,	38,456 92
<i>Total earnings from passenger department,</i>	2,325,773 77
From local freight,	1,196,343 64
through freight (to and from other roads),	636,859 59
<i>Total earnings from freight department,</i>	1,833,203 23
TOTAL TRANSPORTATION EARNINGS,	4,158,977 00
Rents for use of road,	4,466 92
Income from all other sources, viz.:	306,411 72
Rent of tenements, etc.,	\$38,213 32
Income derived from investments,	74,676 15
Premium on stock,	146,000 00
Sale of gravel,	22,013 30
Silver Lake and Myrick's Groves,	1,156 25
South Boston and Somerset Wharves,	22,428 80
Net earnings in operation of Union Freight Railroad,	1,923 90
TOTAL INCOME FROM ALL SOURCES,	4,469,855 64
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$56,976 45
Legal expenses,	4,443 82
Insurance,	7,783 25

Stationery and printing,	\$25,025 40
Outside agencies and advertising,	20,352 49
Contingencies and miscellaneous,	18,284 44
Repairs of wharves and bridges (including culverts and cattle-guards),	97,707 27
Repairs of buildings,	167,892 84
Repairs of fences, road-crossings and signs,	19,447 47
Renewal of rails,	158,472 90
[Number tons steel laid, 6,339.]	
[Number tons iron laid, 459.]	
Renewal of ties,	64,566 13
[Number laid, 177,212.]	
Repairs of road-bed and track,	451,730 68
Repairs of locomotives	194,193 29
Fuel for locomotives,	310,465 20
[Tons of coal, 59,281; cords of wood, 633.]	
Water supply,	10,880 84
Oil and waste,	31,635 56
Locomotive service,	215,874 48
Repairs of passenger-cars,	187,890 94
Passenger-train service,	135,970 18
Passenger-train supplies,	16,625 51
Repairs of freight-cars,	197,468 81
Freight-train service,	137,925 00
Freight-train supplies,	3,327 72
Mileage freight-cars,	40,920 97
Telegraph expenses,	48,843 60
Loss and damage, freight and baggage,	5,899 05
Loss and damage, property and cattle,	6,980 54
Personal injuries,	27,122 40
Agents and station service,	362,211 72
Station supplies,	30,441 61
TOTAL OPERATING EXPENSES,	\$3,057,360 54
Taxes,	161,660 13
TOTAL OPERATING EXPENSES AND TAXES,	\$3,219,020 67
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$53,816 63
Bridging,	10,591 89
Superstructure, including rails,	57,804 86
Land, land damages, and fences,	32,165 71
Passenger and freight stations, wood-sheds, and water-stations,	26,811 02
Engineering, agencies, salaries, and other expenses during construction,	1,106 57
Purchase of other roads:	
Union with the Boston, Clinton, Fitchburg & New Bedford Railroad,	4,898,295 44
Land account, Boston, Clinton, Fitchburg & New Bedford Division,	14,007 70
Land account, Boston, Clinton, Fitchburg & New Bedford Division, balance of account Sept. 30, 1882,	16,511 52
TOTAL FOR CONSTRUCTION,	5,111,111 34
Locomotives,	39
Parlor and sleeping cars,	1
Passenger, mail, and baggage cars,	80
Freight and other cars,	808½
TOTAL FOR EQUIPMENT (acquired by the union with the Boston, Clinton, Fitchburg & New Bedford Railroad,)	974,440 00

Other expenditures charged to property account,	\$34,625 10
Stock of Fall River Railroad,	\$5,967 00
Stock of Lowell & Framingham Railroad,	28,558 10
Stock of Oak Bluffs Land and Wharf Co.,	100 00
TOTAL CHARGES TO PROPERTY ACCOUNTS,	6,120,176 44
Property sold (or reduced in valuation on the books) and credited property accounts during the year, \$1,000 00	
Sale of land in New Bedford.	
Total credits to property accounts,	1,000 00
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	6,119,176 44

Balance Sheet Sept. 30, 1883.

ASSETS.

Cost of road,	\$16,186,387 17	
Cost of equipment,	2,165,759 08	
Lands in Massachusetts,	246,887 53	
Lands in Rhode Island,	40,100 00	
Stock of Old Colony Steamboat Co.,	725,500 00	
Stock of Nantucket & Cape Cod Steamboat Co.,	15,340 83	
Stock of Union Freight Railroad Co.,	79,014 42	
Stock of Fall River Railroad Co.,	5,967 00	
Stock of Lowell & Framingham Railroad Co.,	28,558 10	
Bonds and stock of Fall River, Warren & Providence Railroad Co.,	348,655 43	
Stock of Oak Bluffs Land and Wharf Co.,	100 00	
Dorchester & Milton Branch Railroad Co.,	36,937 88	
TOTAL PERMANENT INVESTMENTS,		\$19,879,207 44
Cash,	\$215,128 68	
Bills receivable,	255,859 67	
Due from agents and companies,	182,056 45	
Materials and supplies,	408,924 77	
Materials and supplies used in operating the Union Freight Railroad, to be returned at expiration of lease,	22,463 75	
Debit balances,	166,513 00	
TOTAL CASH ASSETS,		1,250,946 32
TOTAL ASSETS,		\$21,130,153 76

LIABILITIES.

Capital stock,	\$10,222,200 00
Stock of Boston, Clinton, Fitchburg & New Bedford Railroad Co., unconverted,	26,420 00
Funded debt,	8,886,900 00
Unfunded debt, viz.,	1,141,047 31
Interest unpaid,	\$22,349 50
Dividends unpaid,	30,436 66
Notes payable,	603,643 26
Vouchers and accounts,	484,617 89
Profit & Loss balance,	853,586 45
TOTAL LIABILITIES,	\$21,130,153 76

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	1,575,254
Freight-train mileage,	917,602
TOTAL REVENUE-TRAIN MILEAGE,	2,492,856
Switching-train mileage,	413,614
Other train mileage,	125,723
TOTAL TRAIN MILEAGE,	3,032,193
Number of season-ticket passengers *	1,913,406
Number of local passengers (including season),	6,223,816
Number of through passengers (to and from other roads,)	920,835
TOTAL NUMBER OF PASSENGERS CARRIED,	7,144,651
Local passenger mileage (local passengers carried one mile),	85,468,418
Through passenger mileage (through passengers carried one mile),	19,520,820
TOTAL PASSENGER MILEAGE,	104,989,238
Number tons of local freight,	1,046,477
Number tons through freight (to and from other roads),	580,032
TOTAL NUMBER TONS FREIGHT CARRIED,	1,626,509
Local freight mileage (tons local freight carried one mile),	32,267,168
Through freight mileage (tons through freight carried one mile),	25,648,621
TOTAL FREIGHT MILEAGE,	57,915,789
Average weight of passenger-trains (exclusive of passengers),	175 tons.
Average number of cars in passenger-trains,	7
Average weight of freight-trains (exclusive of freight),	300 tons.
Average number of cars in freight-train,	33
Average number of persons employed,	2,751
DESCRIPTION OF ROAD.	
Main line of road from Boston to Plymouth, Provincetown, New Bedford and Newport and Taunton to Fitchburg,	342.77 miles.
Main line of road in Massachusetts,	326.58 "
Main line of road in Rhode Island,	16.19 "
Double track on main line,	37.51 "
Same in Massachusetts,	37.51 "
Branches owned by company, viz.:	16
Easton Branch (single track),	1.65 "
Shawmut Branch (single track),	2.39 "
Bridgewater Branch (single track),	7.33 "
Granite Branch (single track),	5.41 "
Hyannis Branch (single track),	5.05 "
Wood's Holl Branch (single track),	17.54 "
Middleborough & Taunton (single track),	8.04 "
Extension to Fall River, Warren & Providence Railroad (single track),	2.16 "
Pratt's Junction to Sterling Junction (single track),	5.67 "
Lancaster Branch (single track),	1.63 "
Marlborough Branch (single track),	1.47 "
Framingham Prison (single track), . . . . .	.81 "
Attleborough Branch (single track),	8.60 "
Weir Branch (single track), . . . . .	.61 "
Acushnet Branch (single track), . . . . .	.35 "
Fairhaven Branch (single track),	15.17 "
Total length of branches owned by company,	83.88 "
Total length of branches owned by company in Massachusetts,	83.88 "
Total road belonging to this company,	426.65 "
Sidings and other tracks not above enumerated,	120.89 "
Same in Massachusetts,	118.72 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	585.05 "
Same in Massachusetts,	566.69 "
Total length of steel rails in tracks, not including steel-top rails,	364.76 "
[Weights per yard, 56, 58, 60 and 67 pounds.]	

* Reckoning twelve passengers per week for time of each season ticket.

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Dorchester & Milton Railroad, length,	3.30 miles.
Fall River Railroad, length,	12.25 "
Lowell & Framingham Railroad length,	26.12 "
Total length of above roads,	41.67 "
Total length of above roads in Massachusetts,	41.67 "
Total miles of road operated by this company,	468.32 "
Total miles of road operated by this company in Massachusetts,	452.13 "
Number of stations in Massachusetts on all roads operated by this company,	208
Number of telegraph offices in same,	137
Number of stations on all roads owned by this company,	195
Same in Massachusetts,	188

EQUIPMENT.

Number of locomotives,	120
Number of passenger-cars,	227
Number of parlor or sleeping cars,	6
Number of baggage, mail, and express cars,	43
Number of freight-cars (basis of 8 wheels),	2,304 $\frac{1}{2}$

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	2	1	2	1	2
Employees,	-	1	6	9	6	10	6	10
Others,	-	-	16	8	16	8	16	8

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 2, 1882. — The remains of an unknown man were found on the track between Quincy Adams and Braintree; evidently run over by some night train.

October 15. — James Stephenson, intoxicated, while lying upon the track near New Bedford, was run over by a working train and killed.

October 28. — William W. Ward (about fifteen years of age), while stealing a ride, jumped from the train at Weir Junction, and was run over and killed. The accident was unknown to any of the trainmen.

November 13. — Frank G. Smith, brakeman, struck his head against a bridge at South Braintree, and head and arm were cut. Bridge guard was in position.

November 14. — Eugene O'Leary attempted crossing the track in front of a train at Harrison Square; was struck and shoulder dislocated.

December 27. — Lawrence Cleary, while attempting to cross the track in the New Bedford yard in advance of an approaching train, was struck and fatally injured. He was under the influence of liquor.

January 17, 1883. — James Barrett, trespasser, while walking on the bridge at South Boston, was struck by train and killed.

February 2. — William Jackson, a passenger, jumped from the outward Cape Cod train at Quincy and struck his head against a wall, fracturing base of skull and causing death.

February 3. — Jeremiah Hurley, freight brakeman, fell between the cars at Kingston and was run over and fatally injured.

February 5. — Patrick Finnegan, section track master, while stepping from one track to the other in Fall River yard, to avoid an approaching engine, was run over by an engine on the latter track and killed.

February 7. — C. F. Hammond, employee, stepped upon the track in advance of an approaching train at South Boston; was struck and left thigh broken, also the bones in one hand.

February 23. — Patrick Ivory, while lying upon the track asleep between Brockton and Campello, was run over and killed. Supposed to have been intoxicated.

March 16. — S. S. Ryder, fish dealer, drove upon the track at a private crossing in North Easton, and was struck by train and slightly injured.

April 7. — John F. White, a person of unsound mind, was found dead upon the track at Assonet. Supposed to have been run over by a night freight.

April 10. — J. B. Murphy, baggage-master, jumped upon a train at Taunton (Wales Street Depot), before it had stopped and missed his hold, fell under the train and was fatally injured.

April 14. — W. A. Lakin, agent at Somerset Junction, was near the edge of the platform as a coal train passed, and his coat in some manner caught on a car and he was drawn under the train and fatally injured.

April 18. — A. A. Rice, brakeman, while coupling cars at Fitchburg, caught his hand, which was crushed and one finger taken off.

May 2. — Joseph Peckham, brakeman, in jumping from a derailed car at New Bedford, was struck by the car and fatally injured.

May 3. — John Flaherty, while walking upon the track at Atlantic, was struck by a train and head cut and arm fractured.

May 7. — David C. Hinkley, two years old, while at play upon the track with other children, at Warren Branch Junction, Fall River, was run over by a freight train and killed.

May 9. — Walter R. Wentworth, aged seven years, attempted crossing the track in front of train at Mansfield; was struck and leg broken. The bell and whistle were sounded and the gates were down. The gateman also gave warning.

May 12. — Chester Garner Saunders, about three years of age, got upon some part of the running gear of a coal train while it was standing at South Braintree, and falling upon the track after the train was in motion, was run over and killed.

May 14. — John Langier, brakeman, while coupling cars at Fitchburg, was caught between them and had two ribs broken.

May 21. — George G. Baker, a passenger, jumped from a moving train at North Scituate and broke his arm.

May 23. — Seth Covel, while walking upon the track at Wellfleet, was run over by a train and fatally injured.

May 30. — Joseph Hammoud, brakeman, while coupling cars in South Boston yard, caught his wrist, which was fractured.

June 8. — Frank Carrier, a track laborer at Holbrook, while watching a train on one track failed to heed the signals of a train on the track he was on, and was struck and killed.

June 8. — Thomas S. Nesbit (colored), a hanger-on to Forepaugh's Circus, while stealing a ride, fell off near Huntington Heights and was killed.

June 8. — James Keefe, section hand, in loading rails at Duxbury, was hit by one of the rails and thigh broken.

June 18. — Francis Cunningham, supposed to have been intoxicated, while walking upon the track at Atlantic, was struck by train and killed.

July 4. — George P. Hamilton (colored), stepped upon the track at Quincy Station, directly in front of the Newport Express passenger train. Was struck and fatally injured.

July 17. — Richard Powers, brakeman, in coupling cars at Taunton (Central Station), did not raise his arm high enough to clear the deadwoods, and it was caught and broken.

July 28. — H. H. Worcester, brakeman, fell to the ground at Concord Junction, in consequence of the breaking of a stake on a lumber car. Collar-bone was fractured.

August 1. — Thomas Walsh, a child two years old, strayed upon a track crossing at Lancaster. Whistle was sounded and bell rung. Child was struck and instantly killed.

August 3. — Joseph Rogers stepped from a train at East Weymouth (after it was in motion), to recover his overcoat which he had dropped. He fell between cars and platform and was severely injured, the flesh being crushed from one arm and the head also injured.

August 6. — Mrs. Ann O'Brien attempted to run across the track at Harrison Square, in advance of an approaching express train, and was struck and killed.

August 8. — James Mitchell (intoxicated), got upon a train at Bowenville to borrow some money of a friend who was on the train. After it was in motion he jumped off, fell beneath the car, and was run over and killed.

August 13. — John J. Farris, about thirteen years old, while walking upon the track between South Boston and Crescent Avenue, was struck by train and killed.

August 13. — John Hawes, while walking upon the track between South Boston and Crescent Avenue, was struck by a train and killed.

September 3. — Patrick Carrol, watchman, jumped from moving cars in the Boston Station, and received compound fracture of leg.

September 8. — Alonzo Burt, sixteen years old, attempted to get upon a train at South Boston before it had come to a stop. He slipped and fell beneath the cars; skull was fractured and right leg crushed.

September 8. — Alice M. Osborne, fourteen years of age, jumped from a train at Halifax after it had started from the station. One toe was crushed,

September 10. — William S. Manuel, laborer, while walking upon the track at East Weymouth, was struck by train. Skull fractured and right leg broken.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	43 tons.
Average weight of locomotives in working order, . . .	34 "
Maximum weight of tenders full of fuel and water, . . .	25 "
Average weight of tenders full of fuel and water, . . .	21 "
Maximum weight of passenger-cars, . . .	23.55 "
Average weight of passenger-cars, . . .	18 "
Average weight of mail and baggage cars, . . .	15.10 "
Average weight of 8-wheel box freight-cars, . . .	8.05 "

Average weight of 4-wheel box freight-cars,	4 tons.
Average weight of 8-wheel platform-cars,	6.95 "
Average weight of 4-wheel platform-cars,	3
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender,	42½ feet.
Total length of heaviest engine and tender over all,	54½ "
Number of locomotives equipped with train-brake,	81
[Kind of brake: Westinghouse Automatic.]	
Number of cars equipped with train-brake,	287
[Kind of brake: Westinghouse Automatic.]	
Number of passenger-cars with Miller platform and buffer,	233
Number of miles of road <i>operated</i> by your company not furnished with telegraph facilities:	
From Raynham to Whittenton Junction, 3.38 miles.	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Fall River,	D'ble t'k, plate g'd'r.	Iron.	47 feet.	October, 1882.
Roston,	Three t'ks, " "	"	60 "	November, "
Brockton,	Single t'k, " "	"	17½ "	" "
Wood's Holl,	" " " "	"	23½ "	" "
North Easton,	" " " "	"	33½ "	" "
Mattapan,	" " " "	"	55 "	May, 1883.
Mattapan,	" " " "	"	39 "	" "
Quincy,	D'ble t'k, " "	"	21 "	June, "
Berkley,	Single t'k, " "	"	21 "	July, "
Berkley,	" " " "	"	19 "	" "
Randolph,	" " " "	"	36 "	August, "
Brockton,	D'ble t'k, solid "	"	20 "	September, "
Brockton,	" " " "	"	22 "	" "
Brockton,	Single t'k, plate "	"	17½ "	" "
Hanson,	" " " "	"	33 "	" "
Marsfield,	" pile.	Wood.	33 "	" "

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,*	10
Aggregate length of same for single track (1,106 feet).	
Aggregate length of same for double track (224½ feet.)	
Number of spans of stone bridges of 25 feet and upwards,*	1
Aggregate length of same for single track (120 feet).	
Number of spans of iron bridges of 25 feet and upwards,*	23
Aggregate length of same for single track (1,454½ feet).	
Aggregate length of same for double track (249½ feet).	
Aggregate length of same for triple track (60 feet).	
Number of spans of timber bridges of 25 feet and upwards,*	64
Aggregate length of same for single track (1,839½ feet).	
Aggregate length of same for double track (66 feet).	
Aggregate length of same for triple track (37 feet).	
Number of crossings of highways at grade,*	511
Number of crossings of highways over railroad,	61
Number of crossings of highways under railroad,	20
Number of highway bridges 18 feet above track,	11
Number of highway bridges less than 18 feet above track,	50
Number of crossings at which gates or flagmen are maintained,	113
Number of crossings at which electric signals are maintained,*	11
Number of crossings at which there are neither signals nor flagmen,*	387

* In Massachusetts, on miles road owned.

Number of railroad-crossings at grade (specifying each)* :	6
Fitchburg, 1.	
Worcester & Nashua, 1.	
New York & New England, 2.	
Boston & Providence, 1.	
Boston & Albany, 1.	
Number of railroad-crossings over other railroads (specifying each) : *	1
New York & New England.	
Number of railroad-crossings under other railroads (specifying each) : *	1
Massachusetts Central.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.40 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.40 "
Average rate of fare per mile for season-ticket passengers,	.71 cent.
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.00 cents.
Average rate of local freight per ton per mile,	4.20 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.48 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	3.16 "
RELATING TO PASSENGERS.	
Passengers to Boston (including season),	2,140,468
Passengers from Boston (including season),	2,147,413
Season-ticket passengers to and from Boston,	1,200,662
CAPITAL STOCK.	
Capital stock authorized by charter,	\$12,000,000 00
Capital stock authorized by votes of company,	12,000,000 00
Capital stock issued (number of shares, 102,222) ; amount paid in,	\$10,222,200 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	10,222,200 00
Total number of stockholders,	5,340
Number of stockholders in Massachusetts,	5,022
Amount of stock held in Massachusetts,	\$10,155,050 00
DEBT.	
Funded debt, as follows : —	
N. B. & T. R. R. mortgage bonds due July 1, 1881, rate of interest 6 per cent.,	\$1,000 00
Fitch. & Worc. mortgage bonds due Oct. 1, 1881, rate of interest 7 per cent.,	400 00
B. C. & F. equipment bonds due Oct. 1, 1883, rate of interest 6 per cent.,	65,000 00
Interest paid on same during year,	\$7,395 00
Agricultural Branch mortgage bonds due July 1, 1884, rate of interest 6 per cent.,	393,000 00
Interest paid on same during year,	11,364 00
Old Colony R. R. bonds due Sept. 1, 1884, rate of interest 5 per cent.,	32,000 00
Interest paid on same during year,	1,487 50
Mans. & Fram. Railroad bonds due Feb. 1, 1885, rate of interest 6 per cent.,	100,000 00
Interest paid on same during year,	2,880 00

* In Massachusetts, on miles road owned.

Mans. & Fram. mortgage bonds due July 1, 1889, rate of interest 7 per cent.,	\$253,500 00
Interest paid on same during year,	8,872 50
B. C. & F. mortgage bonds due Jan. 1, 1890, rate of interest 7 per cent.,	238,000 00
Interest paid on same during year,	8,102 50
Old Colony R. R. bonds due March 1, 1894, rate of interest 7 per cent.,	1,692,000 00
Interest paid on same during year,	118,125 00
New Bedford R. R. mortgage bonds due July 1, 1894, rate of interest 7 per cent.,	400,000 00
Interest paid on same during year,	14,000 00
Old Colony R. R. bonds due June 1, 1895, rate of interest 6 per cent.,	500,000 00
Interest paid on same during year,	30,120 00
Old Colony R. R. bonds due Sept. 1, 1896, rate of interest 6 per cent.,	1,100,000 00
Interest paid on same during year,	65,250 00
Old Colony R. R. bonds due Aug. 1, 1897, rate of interest 6 per cent.,	2,000,000 00
Interest paid on same during year,	119,370 00
Old Colony R. R. bonds due Dec. 1, 1897, rate of interest 4½ per cent.,	200,000 00
Interest paid on same during year,	4,500 00
B. C. & F. & N. B. R. R. mortgage bonds due Jan. 1, 1910, rate of interest 5 per cent.,	1,912,000 00
Interest paid on same during year,	47,725 00
TOTAL AMOUNT OF FUNDED DEBT,	\$8,886,900 00

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. Frederick L. Ames, *Vice-President*, North Easton, Mass. James R. Kendrick, *General Manager*, Boston, Mass. S. C. Putnam, *General Freight Agent*, Hyde Park, Mass. Jacob Sprague, Jr., *General Passenger Agent*, South Braintree, Mass. John M. Washburn, *Treasurer*, Boston, Mass. John S. Brayton, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. Frederick L. Ames, North Easton, Mass. Thomas J. Borden, Fall River, Mass. John S. Brayton, Fall River, Mass. Samuel C. Cobb, Boston, Mass. Uriel Crocker, Boston, Mass. Francis B. Hayes, Boston, Mass. Charles L. Lovering, Taunton, Mass. William J. Rotch, New Bedford, Mass. John J. Russell, Plymouth, Mass. Nathaniel Thayer, Lancaster, Mass. Royal W. Turner, Randolph, Mass. Elisha W. Willard, Newport, R. I.

PROPER ADDRESS OF THE COMPANY.
OLD COLONY RAILROAD COMPANY,
P. O. Box 5,251, BOSTON, MASS.

CHARLES F. CHOATE,
JOHN S. BRAYTON,
ROYAL W. TURNER,
CHARLES L. LOVERING,
THOS. J. BORDEN,
SAM'L C. COBB,
WM. J. ROTCH,
JNO. J. RUSSELL,
N. THAYER,
FRANCIS B. HAYES,
URIEL CROCKER,
Directors.
JOHN M. WASHBURN,
Treasurer.
J. R. KENDRICK,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK. ss. Nov. 2, 1883. Then personally appeared Charles F. Choate, John S. Brayton, Royal W. Turner, Charles L. Lovering, Thos. J. Borden, Sam'l C. Cobb, Wm. J. Rotch, John J. Russell, N. Thayer, F. B. Hayes, Uriel Crocker, John M. Washburn and J. R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN, W. ADAMS,
Justice of the Peace.

REPORT

OF THE

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$22,500 00
Net income,	22,500 00
Dividends declared (5 per cent.),	22,500 00
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Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$438,752 57
Cost of equipment,	11,247 43
TOTAL ASSETS,	\$450,000 00
LIABILITIES.	
Capital stock,	\$450,000 00
TOTAL LIABILITIES,	\$450,000 00
<hr/>	
DESCRIPTION OF ROAD	
Main line of road from Pittsfield to North Adams,	18.65 miles.
Main line of road in Massachusetts,	18.65 "
Total road belonging to this company,	18.65 "
Sidings and other tracks not above enumerated,	4.84 "
Same in Massachusetts,	4.84 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	23.49 "
Same in Massachusetts,	23.49 "
Total length of steel rails in tracks, not including steel-top rails,	2.65 "
[Weights per yard, 63 pounds.]	

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Second north of Renfrew,	Rolled Beam.	Iron.	25 feet.	Sept. 2, 1883.

BRIDGES.	
Number of spans of stone bridges of 25 feet and upwards, .	1
Aggregate length of same for single track (35 feet).	
Number of spans of iron bridges of 25 feet and upwards, .	3
Aggregate length of same for single track (83 ft. 1 in.).	
Number of crossings of highways at grade,	20
Number of crossings at which there are neither signals nor flagmen,	20
Number of railroad-crossings under other railroads (specify- ing each):	1
Troy & Greenfield.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$500,000 00
Capital stock authorized by votes of company,	450,000 00
Capital stock issued (number of shares, 4,500); amount paid in.	\$450,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	450,000 00
Total number of stockholders,	105
Number of stockholders in Massachusetts,	98
Amount of stock held in Massachusetts,	\$443,600 00

NAME AND RESIDENCE OF OFFICERS.

Henry Colt, *President*, Pittsfield, Mass. Charles E. Stevens, *Treasurer*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry Colt, Pittsfield, Mass. Francis H. Appleton, Boston, Mass. Edward Jackson, Boston, Mass. Ignatius Sargent, Jr., Brookline, Mass.

PROPER ADDRESS OF THE COMPANY.

PITTSFIELD & NORTH ADAMS RAILROAD COMPANY,
BOSTON, MASS.

HENRY COLT,
EDWARD JACKSON,
FRANCIS H. APPLETON,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 1, 1883. Then personally appeared Henry Colt, Edward Jackson, Francis H. Appleton and C. E. Stevens, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANK H. RATCLIFFE,
Justice of the Peace.

REPORT

OF THE

PROVIDENCE & WORCESTER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,158,394 69
Total expense (including taxes),	836,064 04
Net income,	322,330 65
Rentals:	19,080 00
Milford & Woonsocket Railroad Company,	\$3,480 00
Hopkinton Railroad Company,	7,500 00
Boston & Albany Railroad Company,	8,100 00
Interest accrued during year:	91,140 68
On funded debt,	\$74,520 00
On other debt,	16,620 68
Dividends declared (6 per cent.),	150,000 00
Balance for the year (surplus),	62,109 97
Balance at commencement of year,	\$358,411 33
Deduct: balance charged against Hopkinton Railroad Company,	2,890 68
Balance at commencement of year as so changed,	355,520 65
Balance Sept. 30, 1883 (surplus),	417,630 62
ANALYSIS OF EARNINGS.	
From local passengers,	\$366,122 49
through passengers (to and from other roads),	75,229 05
express and extra baggage,	19,695 07
mails,	4,000 26
Total earnings from passenger department,	465,046 87
From local freight,	455,530 20
through freight (to and from other roads),	230,560 23
Total earnings from freight department,	686,090 43
TOTAL TRANSPORTATION EARNINGS,	1,151,137 30
Income from all other sources, viz.:	7,257 39
Rent of real estate,	\$7,257 39
TOTAL INCOME FROM ALL SOURCES,	\$1,158,394 69
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$31,389 76
Legal expenses,	4,429 18
Insurance,	369 67
Stationery and printing,	7,007 14
Outside agencies and advertising,	3,143 44
Contingencies and miscellaneous,	7,636 15
Repairs of bridges (including culverts and cattle guards),	24,910 82
Repairs of buildings,	90,269 90
Repairs of fences, road crossings and signs,	4,639 10

Renewal of rails,	\$7,616 44
[Number tons steel laid, 131.2959.]	
[Number tons iron laid 175.9522.]	
Renewal of ties,	15,771 79
[Number laid, 34,116 ties; 47,937 ft. frog timber.]	
Repairs of road-bed and track,	64,689 44
Repairs of locomotives,	29,680 28
Fuel for locomotives,	76,198 27
[Tons of coal, 13,642.]	
Water supply,	2,911 20
Oil and waste,	5,769 07
Locomotive service,	56,557 44
Repairs of passenger-cars,	22,823 17
Passenger-train service,	23,438 67
Passenger-train supplies,	3,590 10
Repairs of freight-cars,	45,613 14
Freight-train service,	49,410 76
Freight-train supplies,	1,285 35
Mileage freight-cars,	4,065 04
Telegraph expenses,	33,474 00
Loss and damage, freight and baggage,	1,201 98
Loss and damage, property and cattle,	181 50
Personal injuries,	16,450 80
Agents and station service,	148,544 48
Station supplies,	8,890 61
TOTAL OPERATING EXPENSES,	\$793,958 69
Taxes,	42,105 35
TOTAL OPERATING EXPENSES AND TAXES,	\$836,064 04
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$5,746 39
Bridging,	1,650 25
Superstructure, including rails,	2,765 69
Land, land damages and fences,	125,540 18
Passenger and freight stations, wood-sheds and water-stations,	100,000 00
Engineering, agencies, salaries and other expenses during construction,	515 76
TOTAL FOR CONSTRUCTION,	236,218 27
Passenger, mail and baggage cars (number, 6),	38,118 42
Freight and other cars (number, 200),	64,000 00
TOTAL FOR EQUIPMENT,	102,118 42
TOTAL CHARGES TO PROPERTY ACCOUNTS,	338,336 69
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$3,423,232 79
Cost of equipment,	941,636 26
TOTAL PERMANENT INVESTMENTS,	\$4,364,869 05
Cash,	\$155,981 97
Bills receivable,	300 00
Due from agents and companies,	9,203 89
Materials and supplies,	126,799 11
TOTAL CASH ASSETS,	292,284 97
TOTAL ASSETS,	\$4,657,154 02

240 PROVIDENCE & WORCESTER RAILROAD. [Jan.

LIABILITIES.		
Capital stock,	\$2,500,000 00	
Funded debt,	1,242,000 00	
Unfunded debt, viz.:	497,523 40	
Dividends unpaid,	\$1,752 00	
Notes payable,	456,300 00	
Vouchers and accounts,	39,471 40	
Profit & Loss balance,	417,630 62	
TOTAL LIABILITIES,	\$4,657,154 02	
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage	299,050	
Freight-train mileage,	272,544	
TOTAL REVENUE-TRAIN MILEAGE,	571,594	
Switching-train mileage,	187,951	
Other train mileage,	14,911	
TOTAL TRAIN MILEAGE,	774,456	
Number of season-ticket passengers,*	108,364	
Number of local passengers (including local season),	2,263,835	
Number of through passengers (to and from other roads),	238,904	
TOTAL NUMBER OF PASSENGERS CARRIED,	2,502,739	
Local passenger mileage (local passengers carried one mile),	17,302,409	
Through passenger mileage (through passengers carried one mile),	3,282,668	
TOTAL PASSENGER MILEAGE,	20,585,077	
Number tons of local freight,	526,516	
Number tons through freight, (to and from other roads),	277,505	
TOTAL NUMBER TONS FREIGHT CARRIED,	804,021	
Local freight mileage (tons local freight carried one mile),	15,097,593	
Through freight mileage (tons through freight carried one mile),	8,076,817	
TOTAL FREIGHT MILEAGE,	23,174,410	
Average weight of passenger-trains (exclusive of passengers),	100 tons.	
Average number of cars in passenger-trains,	3.66	
Average weight of freight-trains (exclusive of freight),	300 tons.	
Average number of cars in freight-train,	16.67	
Average number of persons employed,	790	
DESCRIPTION OF ROAD.		
Main line of road from Providence to Worcester,	43.41 miles.	
Main line of road in Massachusetts,	25.51 "	
Main line of road in Rhode Island,	17.90 "	
Double track on main line,	42.38 "	
Same in Massachusetts,	24.48 "	
Branches owned by company, viz.:		
East Providence Branch (single track),	7.00 "	
Total length of branches owned by company,	7.00 "	
Total length of branches owned by company in Massachu- setts, . . . . .	.50 mile.	
Total length of branches owned company in Rhode Island,	6.50 miles.	
Total road belonging to this company,	50.41 "	
Sidings and other tracks not above enumerated,	34.334 "	
Same in Massachusetts,	17.962 "	
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	127.124 "	
Same in Massachusetts,	68.452 "	

* Reckoning twelve passengers per week for time of each season ticket.

Total length of steel rails in tracks, not including steel-top rails, [Weights per yard, 60 pounds.]	85.13 miles.
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or Contract.</i>	
Milford & Woonsocket Railroad, length,*	3.88 "
Hopkinton Railroad, length,*	11.55 "
Total length of above roads,	15.43 "
Total length of above roads in Massachusetts,	15.43 "
Total miles of road operated by this company,	65.84 "
Total miles of road operated by this company in Massachusetts,	41.44 "
Number of stations in Massachusetts on all roads operated by this company,	18
Number of telegraph-offices in same,	11
Number of stations on all roads owned by this company,	23
Same in Massachusetts,	12
EQUIPMENT.	
Number of locomotives,	34
Number of passenger-cars,	40
Number of baggage, mail, and express cars,	13
Number of freight-cars (basis of 8 wheels),	1,203
Number of other cars,	5

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL. (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS. (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	2
Employees, .	-	-	2	-	2	-	3	-
Others, .	-	-	5	-	5	-	8	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

November 14, 1882. — Edward Young, while walking on track at Worcester, was struck by an engine and fatally injured.

November 18. — Joseph W. Flinders, walking in bridge, near Millbury, was struck by a passenger train and fatally injured.

February 12, 1883. — Daniel Buckley, employee, was fatally injured by passenger train near Hopkinton.

August 14. — Daniel McCarthy, attempted to steal a ride on freight train at Millville, fell, and was killed.

August 25. — Peter Murray jumped from express passenger-train while in motion at Millbury and was fatally injured.

August 27. — James Scully, freight brakeman, was struck by a bridge above Uxbridge, and was killed.

September 19. — Michael Kirby, on track at South Worcester, was struck by a switching train and fatally injured.

* These roads were operated by the Providence & Worcester Railroad Company, from Oct. 1, 1882, to May 1, 1883 (seven months); since then they have been operated by the owners.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order, . . .	36 tons.
Average weight of locomotives in working order, . . .	30 "
Maximum weight of tenders full of fuel and water, . . .	25 "
Average weight of tenders full of fuel and water, . . .	18 "
Maximum weight of passenger-cars, . . .	20½ "
Average weight of passenger-cars, . . .	17 "
Average weight of mail and baggage cars, . . .	17½ "
Average weight of 8-wheel box freight-cars, . . .	10 "
Average weight of 4-wheel box freight-cars, . . .	5 "
Average weight of 8-wheel platform-cars, . . .	8 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	43 ft. 4 in.
Total length of heaviest engine and tender over all, . . .	52 ft. 9 in.
Number of locomotives equipped with train-brake, . . .	21
[Kind of brake: Westinghouse Automatic Air.]	
Number of cars equipped with train-brake, . . .	53
[Kind of brake: Westinghouse Automatic Air.]	
Number of passenger-cars with Miller platform and buffer, . . .	53

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Whitins (Pond below station),	Girder.	Iron.	50 feet.	Dec., 1882.
Worcester (Cambridge Street),	Girder.	Iron.	40 feet.	June, 1883.

BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,* . . .	11
Aggregate length of same for single track (95 feet).	
Aggregate length of same for double track (219 feet.)	
Number of spans of timber bridges of 25 feet and upwards,* . . .	13
Aggregate length of same for double track (1,289 feet.)	
Number of crossings of highways at grade,* . . .	31
Number of crossings of highways over railroad, . . .	4
Number of crossings of highways under railroad, . . .	7
Number of highway bridges 18 feet above track, . . .	1
Number of highway bridges less than 18 feet above track, . . .	5
Number of crossings at which gates or flagmen are maintained, . . .	13
Number of crossings at which electric signals are maintained,* . . .	21
Number of crossings at which there are neither signals nor flagmen,* . . .	4
Number of railroad-crossings at grade (specifying each),* . . .	1
Boston & Albany Railroad at Union Station, Worcester, . . .	
Number of railroad-crossings under other railroads (specifying each),* . . .	1
New York & New England R. R., near Blackstone.	

RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company, . . .	2.26 cents.
Average rate of fare per mile received from passengers to and from other roads, . . .	2 29 "
Average rate of fare per mile for season-ticket passengers, . . .	.728 "
Average rate of fare per mile received from all passengers, . . .	2.14 "
Average rate of local freight per ton per mile, . . .	3.017 "

* In Massachusetts, on miles of road owned.

Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.85 cents.
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.96 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$3,000,000 00
Capital stock authorized by votes of company,	3,000,000 00
Capital stock issued (number of shares, 25,000); amount paid in,	\$2,500,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	2,500,000 00
Total number of stockholders,	823
Number of stockholders in Massachusetts,	409
Amount of stock held in Massachusetts,	\$1,380,100 00
DEBT.	
Funded debt, as follows:	
First mortgage bonds due Oct. 1, 1897, rate of interest 6 per cent.,	\$1,242,000 00
Interest paid on same during year,	\$74,520 00

NAME AND RESIDENCE OF OFFICERS.

George A. Leete, *President*, Providence, R. I. James A. Windsor, *Auditor*, Providence, R. I. William E. Chamberlain, *Superintendent*, Providence, R. I. Julius E. Bacon, *General Freight Agent*, Worcester, Mass. William M. Duffee, *General Passenger Agent*, Providence, R. I. John R. Balch, *Treasurer*, Providence, R. I. John R. Balch, *Clerk of Corporation*, Providence, R. I.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George A. Leete, Providence, R. I. Gideon S. Spencer, Pawtucket, R. I. Elijah B. Stoddard, Worcester, Mass. Lyman A. Cook, Woonsocket, R. I. Estus Lamb, Providence, R. I. Moses B. I. Goddard, Warwick, R. I. Amos D. Lockwood, Providence, R. I. Frederick Grinnell, Providence, R. I. Joseph E. Davis, Worcester, Mass. Oscar J. Rathbun, Woonsocket, R. I. David K. Phillips, Boston, Mass. Josiah Lasell, Whitinsville, Mass. Jonas G. Clark, Worcester, Mass. Benjamin F. Thurston, Providence, R. I. Charles E. Whitin, Whitinsville, Mass.

PROPER ADDRESS OF THE COMPANY,
PROVIDENCE & WORCESTER RAILROAD COMPANY,
PROVIDENCE, R. I.

GEO. A. LEETE,
G. L. SPENCER,
ELIJAH B. STODDARD,
LYMAN A. COOK,
ESTUS LAMB,
MOSES B. I. GODDARD,
OSCAR J. RATHBUN,
CHAS. E. WHITIN,
Directors.
JOHN R. BALCH,
Treasurer.
W. E. CHAMBERLAIN,
Superintendent.

STATE OF RHODE ISLAND.

PROVIDENCE, SC. PROVIDENCE, Oct. 31, 1883. Then personally appeared George A. Leete, *President*; G. L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, M. B. J. Goddard, Oscar J. Rathbun, Charles E. Whitin, *Directors*; John R. Balch, *Treasurer*; William E. Chamberlain, *Superintendent*; and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WM. A. LEETE,
Justice of the Peace.

PROVIDENCE, NOV. 1, 1883.

The undersigned, commissioners of the Providence & Worcester Railroad Company, have examined this report, believe it to be correct, and hereby approve the same.

JOHN R. BARTLETT,
Commissioner for Rhode Island.

THOMAS L. NELSON,
Commissioner for Massachusetts.

REPORT OF THE COMMISSIONERS OF THE PROVIDENCE &
WORCESTER RAILROAD COMPANY TO THE LEGISLATURES
OF MASSACHUSETTS AND RHODE ISLAND.

At a meeting of the Commissioners of the Providence & Worcester Railroad Company, at the company's office in Providence, on the first day of November, 1883, for the purpose of deciding what portion of all the expenditures of said company, and its receipts and profits, properly pertain to that part of the road lying in Massachusetts and Rhode Island respectively, and having examined the accounts of said company, we find the net expenditures for construction and equipment to the thirtieth day of September, 1882, —

Were,		\$4,026,532 36
To which add:—		
For grading and masonry,	\$5,746 39	
bridging,	1,650 25	
superstructure, including rails,	2,765 69	
land, land damages and fences,	125,540 18	
passenger and freight stations,	100,000 00	
engineering, etc.,	515 76	
passenger, freight and other cars,	102,118 42	
		338,336 69
		\$4,364,869 05
Which we apportion as follows:—		
To Massachusetts,		\$1,974,898 37
To Rhode Island,		2,389,970 68
RECEIPTS.		
From transportation of passengers,	\$443,015 44	
transportation of freight,	686,090 43	
transportation of mails,	4,000 26	
rents,	7,257 39	
express,	18,031 17	
		\$1,158,394 69

EXPENDITURES.		
For general traffic expenses,	\$148,634 69	
passenger traffic expenses,	81,249 79	
freight traffic expenses,	216,205 64	
maintenance of way and buildings, and movement expenses,	406,054 92	
		\$855,144 04
NET EARNINGS,		\$303,250 65
Which we apportion as follows: —		
To Massachusetts,		\$151,625 32
To Rhode Island,		151,625 33

The Commissioners also find, on examination of the books of said company, that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeably to the acts of said States creating the present Providence & Worcester Railroad Company.

THOMAS L. NELSON,
Commissioner for Massachusetts.
JOHN R. BARTLETT,
Commissioner for Rhode Island.

REPORT OF THE PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Partially constructed only.]

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$21,088 13
Land, land damages, and fences,	5,584 13
Engineering, agencies, salaries, and other expenses during construction,	4,719 77
TOTAL FOR CONSTRUCTION,	31,392 03
NET ADDITION TO PROPERTY ACCOUNT FOR THE YEAR,	31,392 03
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$35,158 00
Cash,	8,842 00
TOTAL ASSETS,	\$44,000 00
LIABILITIES.	
Capital stock,	\$44,000 00
TOTAL LIABILITIES,	\$44,000 00
DESCRIPTION OF ROAD.	
Main line of road from North Webster to Auburn Station on B. & A. R. R.,	10.14 miles.
Main line of road in Massachusetts,	10.14 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$110,000 00
Capital stock authorized by votes of company,	110,000 00
Capital stock paid in on shares not issued (number shares, 1,100),	\$44,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	44,000 00
Total number of stockholders,	30
Number of stockholders in Massachusetts,	28
Amount of stock held in Massachusetts,	\$23,960 00

NAME AND RESIDENCE OF OFFICERS.

H. N. Slater, *President*, Webster, Mass. H. N. Slater, Jr., *Vice-President*, Providence, R. I. H. N. Slater, Jr., *Treasurer*, Providence, R. I. E. P. Morton, *Clerk of Corporation*, Dudley, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

H. N. Slater, Webster, Mass. H. N. Slater, Jr., Providence, R. I. Edwin Bartlett, North Oxford, Mass. John Rhodes, Millbury, Mass. O. F. Chase, Thompson, Conn. C. K. Labaree, Webster, Mass. E. P. Morton, Dudley, Mass. Amos Bartlett, Webster, Mass. Nathaniel E. Taft, North Oxford, Mass.

PROPER ADDRESS OF THE COMPANY.

PROVIDENCE, WEBSTER & SPRINGFIELD RAILROAD COMPANY,
WEBSTER, MASS.

H. N. SLATER, President,
H. N. SLATER, Jr.,
E. P. MORTON,
A. BARTLETT,
C. K. LABAREE,
Directors.
H. N. SLATER, Jr.,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. WEBSTER, Oct. 29, 1883. Then personally appeared H. N. Slater, H. N. Slater, Jr., E. P. Morton, A. Bartlett and C. K. Labaree, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. HINDS,
Notary Public.

REPORT OF THE RHODE ISLAND & MASSACHUSETTS RAILROAD COM- PANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the New York & New England Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$10,000 00
Net income,	10,000 00
Balance for the year (surplus),	10,000 00
Balance at commencement of year,	15,225 43
Balance Sept. 30, 1883 (surplus),	25,225 43
<hr/>	
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$112,321 13
Cash,	\$10,423 30
Due from agents and companies,	2,500 00
 TOTAL CASH ASSETS,	 12,923 30
 TOTAL ASSETS,	 \$125,244 43
LIABILITIES.	
Capital stock,	\$100,000 00
Unfunded debt, viz.,	19 00
Vouchers and accounts,	\$19 00
 Profit & Loss balance,	 25,225 43
 TOTAL LIABILITIES,	 \$125,244 43
<hr/>	
<i>Present or Contingent Liabilities not included in the Balance Sheet.</i>	
Other liabilities, viz:	
Land damage, not to exceed	\$400 00
<hr/>	
DESCRIPTION OF ROAD.	
Main line of road from Franklin to State line,	6.620 miles.
Main line of road in Massachusetts,	6.620 "
Total road belonging to this company,	6.620 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	6.620 "
Same in Massachusetts,	6.620 "
Number of stations in Massachusetts on all roads operated by this company,	6.620 "

Number of telegraph-offices in same,	2
Number of stations on all <i>roads owned</i> by this company,	2
Same in Massachusetts,	2
GENERAL INFORMATION.	
Number of crossings of highways at grade,	5
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	5
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$100,000 00	
Capital stock authorized by votes of company, . . . 100,000 00	
Capital stock issued (number of shares, 1,000); amount paid in,	\$100,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	100,000 00
Total number of stockholders,	7
Number of stockholders in Massachusetts,	7
Amount of stock held in Massachusetts, . . . \$100,000 00	

NAME AND RESIDENCE OF OFFICERS.

James P. Ray, *President*, Franklin, Mass. Edgar K. Ray, *Vice-President*, Franklin, Mass. Joseph G. Ray, *Treasurer*, Franklin, Mass. George W. Wiggin, *Clerk of Corporation*, Franklin, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James P. Ray, Franklin, Mass. Joseph G. Ray, Franklin, Mass. Edgar K. Ray, Franklin, Mass. James F. Ray, Franklin, Mass. Moses Farnum, Franklin Mass. George W. Wiggin, Franklin, Mass.

PROPER ADDRESS OF THE COMPANY.

RHODE ISLAND & MASSACHUSETTS RAILROAD COMPANY,
FRANKLIN, MASS.

JAMES P. RAY,
JOSEPH G. RAY,
MOSES FARNUM,
JAMES F. RAY,
GEORGE W. WIGGIN,
Directors.
JOSEPH G. RAY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

NORFOLK, SS. FRANKLIN, NOV. 7, 1883. Then personally appeared James P. Ray, Joseph G. Ray, Moses Farnum, James F. Ray and George W. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. WYCKOFF,
Justice of the Peace.

REPORT

OF THE

SPENCER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$3,565 39
Total expense (including taxes),	308 41
Net income,	3,256 98
Interest accrued during year:	451 40
On funded debt, \$390 00	
On other debt, 61 40	
Balance for the year (surplus),	2,805 58
Balance at commencement of year,	6,695 18
Balance Sept. 30, 1883 (surplus),	9,500 76
ANALYSIS OF EXPENSES.	
Contingencies and miscellaneous,	\$41 47
TOTAL EXPENSES,	\$41 57
Taxes,	266 84
TOTAL EXPENSES AND TAXES,	\$308 41
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Land, land damages, and fences,	\$3,200 46
TOTAL FOR CONSTRUCTION,	3,200 46
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$64,896 76
Cash,	104 00
TOTAL ASSETS,	\$65,000 76
LIABILITIES.	
Capital stock,	\$50,000 00
Funded debt,	5,500 00
Profit & Loss balance,	9,500 76
TOTAL LIABILITIES,	\$65,000 76
DESCRIPTION OF ROAD.	
Main line of road from B. & A. R. R. to Spencer,	2.165 miles.
Main line of road in Massachusetts,	2.165 "
Total road belonging to this company,	2.165 "

Sidings and other tracks not above enumerated, . . . . .	.745 mile.
Same in Massachusetts, . . . . .	.745 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.910 miles.
Same in Massachusetts,	2.910 "
Number of stations on all <i>roads owned</i> by this company,	2
Same in Massachusetts,	2
BRIDGES.	
Number of crossings of highways at grade,	4
Number of crossings at which there are neither signals nor flagmen,	4
CAPITAL STOCK.	
Capital stock authorized by charter, \$50,000 00	
Capital stock authorized by votes of company, 50,000 00	
Capital stock issued (number of shares, 500) ; amount paid in,	\$50,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	50,000 00
Total number of stockholders, 34	
Number of stockholders in Massachusetts, 34	
Amount of stock held in Massachusetts, \$50,000 00	
DEBT.	
Funded debt, as follows : —	
First mortgage bonds, due , rate of interest 6 per cent.,	\$5,500 00
Interest paid on same during year, \$390 00*	
TOTAL AMOUNT OF FUNDED DEBT,	5,500 00

NAME AND RESIDENCE OF OFFICERS.

David Prouty, *President*, Spencer, Mass. Isaac L. Prouty, *Vice-President*,
Spencer, Mass. Chas. N. Prouty, *Treasurer*, Spencer, Mass. Joseph W.
Temple, *Clerk of Corporation*, Spencer, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

David Prouty, Isaac L. Prouty, Abraham Capen, Chas. N. Prouty, Erastus
Jones, Dexter Bullard, Richard Sugden, Joseph W. Temple, James Capen, —
all of Spencer, Worcester County, Mass.

PROPER ADDRESS OF THE COMPANY.

SPENCER RAILROAD COMPANY,
SPENCER, MASS.

DAVID PROUTY,
ISAAC L. PROUTY,
ERASTUS JONES,
RICHARD SUGDEN,
ABRAHAM CAPEN,
DEXTER BULLARD,
J. W. TEMPLE,
Directors.
CHAS. N. PROUTY,
Treasurer.

* Sixty dollars of the above interest paid during the year was on two five hundred dollar
bonds, paid Oct. 26, 1882, in full interest and principal.

NAME AND RESIDENCE OF OFFICERS.

WORCESTER, SS. Nov. 6, 1883. Then personally appeared David Prouty, Isaac L. Prouty, Abraham Capen, Charles N. Prouty, Erastus Jones, Dexter Bullard, Richard Sugden, Joseph W. Temple, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS A. PROUTY,

Justice of the Peace.

REPORT

OF THE

SPRINGFIELD & NEW LONDON RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the New York & New England Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$5,500 00
Total expense (including taxes),	1,013 36
Net income,	4,486 64
Dividends declared (3 per cent.),*	5,163 00
Balance for the year (deficit),	676 36
Balance at commencement of year,	2,332 86
Balance Sept. 30, 1883 (surplus),	1,656 50
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$35 00
Legal expenses,	2 40
Insurance,	80 25
Stationery and printing,	4 85
TOTAL EXPENSES,	\$122 50
Taxes,	890 86
TOTAL EXPENSES AND TAXES,	\$1,013 36
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$187,805 52
Stock of S. & N. L. R. R.,	9,998 00
TOTAL PERMANENT INVESTMENTS,	\$197,803 52
Cash,	2,085 98
TOTAL ASSETS,	\$199,889 50
LIABILITIES.	
Capital stock,	\$198,145 00
Unfunded debt, viz.:	88 00
Dividends unpaid,	\$88 00
Profit & Loss balance,	1,656 50
TOTAL LIABILITIES,	\$199,889 50

* On \$172,100.00 of paid capital stock.

254 SPRINGFIELD & NEW LONDON RAILROAD. [Jan.

DESCRIPTION OF ROAD.	
Main line of road from Springfield to State line Connecticut,	7.500 miles.
Main line of road in Massachusetts,	7.500 "
Total road belonging to this company,	7.500 "
Sidings and other tracks not above enumerated, . . . . .	.500 mile.
Same in Massachusetts, . . . . .	.500 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	8.000 miles.
Same in Massachusetts,	8.000 "
Total length of steel rails in tracks, not including steel-top rails,	8.000 "
Number of stations on all roads owned by this company,	3
Same in Massachusetts,	3
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	2
Number of crossings of highways at grade,	12
Number of crossings of highways over railroad,	1
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	12
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock issued (number of shares, 1,721), amount paid in,	\$172,100 00
Capital stock paid in on shares not issued (number shares, 279),	26,045 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	198,145 00
Total number of stockholders,	75
Number of stockholders in Massachusetts,	75
Amount of stock held in Massachusetts,	\$198,145 00

NAME AND RESIDENCE OF OFFICERS.

C. L. Covell, *President*, Springfield, Mass. Wm. Birnie, *Vice-President*, Springfield, Mass. James Kirkham, *Treasurer*, Springfield, Mass. T. M. Dewey, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

C. L. Covell, E. D. Metcalf, J. M. Stebbins, E. W. Ladd, E. P. Chapin, H. Fuller, Jr., Wm. Birnie, J. H. Appleton, Jas. Kirkham, H. M. Phillips, Horace Smith, M. Pinney, Virgil Perkins, — all of Springfield, Mass.

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD & NEW LONDON RAILROAD COMPANY,
SPRINGFIELD, MASS.

JAMES KIRKHAM,
HENRY FULLER, JR.,
H. M. PHILLIPS,
WM. BIRNIE,
EDWIN D. METCALF,
JOHN M. STEBBINS,
VIRGIL PERKINS,
Directors.
JAMES KIRKHAM,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Oct. 20, 1883. Then personally appeared James Kirkham, Henry Fuller, Jr., H. M. Phillips, Wm. Birnie, Edwin D. Metcalf, John M. Stebbins, Virgil Perkins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE LEONARD,

Justice of the Peace.

REPORT

OF THE

STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$31,647 00
Total expense (including taxes),	7,753 45
Net income,	23,893 55
Interest accrued during year:	28 35
On other debt,	\$28 35
Dividends declared (5.3129 per cent.),	23,838 90
Balance for the year (surplus),	26 30
Balance at commencement of year,	2,735 04
Balance September 30, 1883 (surplus),	2,761 34
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$31,409 00
Income from all other sources, viz.:	238 00
Dividend from thirty-four shares Stockbridge & Pittsfield Railroad Company's stock.	
TOTAL INCOME FROM ALL SOURCES,	\$31,647 00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$185 00
Legal expenses,	10 00
Stationery and printing,	13 20
Contingencies and miscellaneous,	3 50
TOTAL EXPENSES,	\$211 70
Taxes,	7,541 75
TOTAL EXPENSES AND TAXES,	\$7,753 45
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$448,700 00
Stock of Stockbridge & Pittsfield R. R. Co.,	2,550 00
TOTAL PERMANENT INVESTMENTS,	\$451,250 00
Cash,	438 24
TOTAL ASSETS,	\$451,688 24

LIABILITIES.		
Capital stock,		\$448,700 00
Unfunded debt, viz.:		226 90
Dividends unpaid,	\$226 90	
Profit & Loss balance,		2,761 34
TOTAL LIABILITIES,		\$451,688 24

DESCRIPTION OF ROAD.		
Main line of road from Van Deusenville to Pittsfield, . . .		22 miles.
Main line of road in Massachusetts,		22 "

CAPITAL STOCK.		
Capital stock authorized by charter,	\$550,000 00	
Capital stock authorized by votes of company,	550,000 00	
Capital stock issued (number of shares, 4,487); amount paid in,		\$448,700 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., . . .		448,700 00
Total number of stockholders,	213	
Number of stockholders in Massachusetts,	162	
Amount of stock held in Massachusetts,	\$314,600 00	

NAME AND RESIDENCE OF OFFICERS.

D. R. Williams, *President*, Stockbridge, Mass. D. A. Kimball, *Treasurer*, Stockbridge, Mass. J. Z. Goodrich, *Clerk of Corporation*, Stockbridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

D. R. Williams, Stockbridge, Mass. S. M. Buckingham, Poughkeepsie, N. Y. F. Hoffmann, Stockbridge, Mass. J. B. Hull, Stockbridge, Mass. W. A. Seymour, Stockbridge, Mass. Henry W. Taft, Pittsfield, Mass. W. C. Spaulding, West Stockbridge, Mass.

PROPER ADDRESS OF THE COMPANY.

THE STOCKBRIDGE & PITTSFIELD RAILROAD COMPANY,
STOCKBRIDGE, MASS.

D. R. WILLIAMS,
W. A. SEYMOUR,
JOHN B. HULL,
F. HOFFMANN,
Directors.
D. A. KIMBALL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. STOCKBRIDGE, Oct. 1, 1883. Then personally appeared D. A. Kimball, Treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

D. R. WILLIAMS,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. STOCKBRIDGE, Oct. 13, 1883. Then personally appeared D. R. Williams, W. A. Seymour, John B. Hull, F. Hoffmann and D. A. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. H. WILLIS,
Justice of the Peace.

REPORT OF THE STONY BROOK RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is operated by the Boston & Lowell Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$18,370 00
Total expense (including taxes),	178 99
Net income,	18,191 01
Dividends declared (6 per cent.),	18,000 00
Balance for the year (surplus),	191 01
Balance at commencement of year,	863 28
Balance Sept. 30, 1883 (surplus),	1,054 29
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$150 00
Stationery and printing,	28 99
TOTAL EXPENSES,	\$178 99
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$276,601 19
Lands in Massachusetts,	21,492 38
Bonds of Boston & Lowell Railroad,	2,000 00
TOTAL PERMANENT INVESTMENTS,	\$300,093 57
Cash,	960 72
TOTAL ASSETS,	\$301,054 29
LIABILITIES.	
Capital stock,	\$300,000 00
Profit & Loss balance,	1,054 29
TOTAL LIABILITIES,	\$301,054 29
DESCRIPTION OF ROAD.	
Main line of road from North Chelmsford to Ayer,	13.16 miles.
Main line of road in Massachusetts,	13.16 "
Total road belonging to this company,	13.16 "
Sidings and other tracks not above enumerated, . . . . .	.95 mile.
Same in Massachusetts, . . . . .	.95 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	14.11 miles.
Same in Massachusetts,	14.11 "

BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards, .	10
Aggregate length of same for single track (250 feet.)	
Number of crossings of highways at grade,	13
Number of highway bridges less than 18 feet above track, . .	3
Number of crossings at which gates or flagmen are maintained, .	3
Number of crossings at which there are neither signals nor flagmen,	10
Number of railroad-crossings under other railroads (specifying each:)	1
Nashua & Acton.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$300,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued (number of shares, 3,000); amount paid in,	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE Co.,	300,000 00
Total number of stockholders,	232
Number of stockholders in Massachusetts,	213
Amount of stock held in Massachusetts,	\$285,000 00

NAME AND RESIDENCE OF OFFICERS.

James B. Francis, *President*, Lowell, Mass. Jacob Rogers, *Treasurer and Clerk of Corporation*, Lowell, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James B. Francis, Lowell, Mass. Sewall G. Mack, Lowell, Mass. Wm. A. Burke, Lowell, Mass. Geo. F. Richardson, Lowell, Mass. Jacob Rogers, Lowell, Mass. Geo. Motley, Lowell, Mass. J. Henry Read, Westford, Mass.

PROPER ADDRESS OF THE COMPANY.

STONY BROOK RAILROAD CORPORATION,
LOWELL, MASS.

J. G. ABBOTT,
THOMAS TALBOT,
WM. A. BURKE,
T. JEFFERSON COOLIDGE,
CHANNING CLAPP,
EDWIN MOREY,

Directors Boston & Lowell R. R. Corporation.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Oct. 29, 1883. Then personally appeared J. G. Abbott, Thomas Talbot, Wm. A. Burke, T. Jefferson Coolidge, Channing Clapp and Edwin Morey, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT,
Justice of the Peace.

REPORT OF THE TROY & GREENFIELD RAILROAD & HOOSAC TUNNEL, FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is owned by the State, and is operated by the connecting roads.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$310,887 83
Total expense (including taxes),	168,514 68
Net income,	142,373 15
ANALYSIS OF EARNINGS.	
TOTAL TRANSPORTATION EARNINGS,	\$275,149 42
Rents for use of Southern Vermont Railroad,	12,000 00
Income from all other sources, viz.:	
Rent of depots and other buildings,	3,543 26
Received for old material sold,	680 93
Interest on bank account,	378 34
Amount on pay-rolls returned, etc.,	540 40
Western Union Telegraph Company,	211 50
B. H. T. & W. R'y services, telegraph operators and switching,	18,152 16
N. H. & N. Co. services, telegraph operators,	231 82
TOTAL INCOME FROM ALL SOURCES,	\$310,887 83
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$5,859 54
Legal expenses,	115 19
Insurance,	229 85
Stationery and printing,	1,656 47
Contingencies and miscellaneous,	1,665 79
Repairs of bridges (including culverts and cattle-guards),	3,636 95
Repairs of buildings,	4,073 05
Repairs of fences, road-crossings and signs,	1,589 29
Renewal of rails,	4,969 34
[Number tons steel laid, 292.]	
Renewal of ties,	8,260 36
[Number laid, 19,000.]	
Repairs of road-bed and track,	72,333 47
Repairs of locomotives,	1,476 01
Fuel for locomotives,	1,123 06
Water supply,	1,501 58
Oil and waste,	823 82
Locomotive service,	2,034 80
Repairs of flat and dump-cars,	212 85
Switching in North Adams yard,	19,160 68
Expense car record office, North Adams,	6,003 21
Telegraph expenses,	14,666 64
Agents and station service,	29,797 78
Station supplies,	5,810 82
TOTAL OPERATING EXPENSES,	\$187,000 55

Deduct amount included in above, for handling freight at Greenfield, car record at North Adams, etc, received back from operating roads,	\$18,485 87
NET OPERATING EXPENSES,	\$168,514 68
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry,	\$125,996 58
Bridging,	40,964 20
Superstructure, including rails,	111,120 43
Land, land damages, and fences,	2,197 51
Engineering, agencies, salaries and other expenses, during construction,	5,336 57
TOTAL FOR CONSTRUCTION,	\$285,615 29
TOTAL CHARGES TO PROPERTY ACCOUNTS,	285,615 29
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	193,800
Freight-train mileage,	258,464½
Pushing-engine mileage,	9,154
Switching-train mileage (6 engines, 60 miles per day, 313 days),	112,680
Light engine mileage,	19,428
Other train mileage,	704
Gravel-train mileage,	50,280
TOTAL TRAIN MILEAGE,	644,510½
Number of local passengers (including season),	214,972½
Number of through passengers (to and from other roads),	67,207
TOTAL NUMBER OF PASSENGERS CARRIED,	282,179½
Local passenger mileage (local passengers carried one mile),	2,460,676
Through passenger mileage (through passengers carried one mile),	2,946,588
TOTAL PASSENGER MILEAGE,	5,407,264
Number tons of local freight,	305,632
Number tons through freight (to and from other roads),	1,019,001
Free tons freight carried,	13,041
TOTAL NUMBER TONS FREIGHT CARRIED,	1,337,674
Local freight mileage (tons local freight carried one mile),	4,993,401
Through freight mileage (tons through freight carried one mile),	44,559,067
Free tons, one mile,	395,025
TOTAL FREIGHT MILEAGE,	49,947,493
Average number of cars in passenger-trains,	4
Average weight of freight-trains (exclusive of freight), estimated,	300 tons.
Average number of cars in freight-trains,	25
Miles run by passenger, mail, and baggage cars (north or east),	398,964
Miles run by passenger, mail, and baggage cars (south or west),	398,964
Miles run by freight-cars (north or east), estimated,	3,230,800
Miles run by freight-cars (south or west), estimated,	3,230,800
Mileage local passengers (north or east),	1,230,869
Mileage local passengers (south or west),	1,229,807
Mileage through passengers (north or east),	1,293,796
Mileage through passengers (south or west),	1,652,792
Mileage local freight (north or east),	4,323,162
Mileage local freight (south or west),	670,239
Mileage through freight (north or east),	37,971,343
Mileage through freight (south or west),	6,587,724

DESCRIPTION OF ROAD.		
Main line of road from Greenfield to State line of Vermont, .	44.00 miles.	
Main line of road in Massachusetts,	44.00	"
Double track on main line,	32.71	"
Same in Massachusetts,	32.71	"
Total road belonging to this company,	44.00	"
Sidings and other tracks not above enumerated,	21.62	"
Same in Massachusetts,	21.62	"
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRUCK,	98.33	"
Same in Massachusetts,	98.33	"
Total length of steel rails in tracks, not including steel-top rails, main line,	76.71	"
[Weights per yard, 60 and 67 pounds.]		
Number of stations in Massachusetts,	11	
Number of telegraph offices,	17	
Number of stations on all roads owned by this company, .	11	
Same in Massachusetts,	11	
EQUIPMENT.		
Number of locomotives,	4	
Number of freight-cars (basis of 8 wheels),	13	
Number of other cars,	60	

LIST OF ACCIDENTS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	1	-	1	-	1
Employees, .	8	31	-	-	8	31	8	31
Others, .	2	3	6	3	8	6	8	6

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 21, 1882. — Thomas Flahive, C. B. Van Hosen, Cornelius Shea, Peter Barry, Joseph Boseley, Bat Murray, William McDonald, and Michael Mulloy, were fatally injured in a collision in North Adams yard, and twenty-seven others received injuries.

November 2. — James Rider, brakeman, had finger smashed while coupling cars in North Adams yard.

November 11. — William Myers, brakeman, fell or slipped from top of car; broke collar-bone, North Adams yard.

January 17, 1883. — Thomas Quinn, of Williamstown, was slightly injured while driving over the crossing, just west of the station, struck by passenger train.

February 5. — A. Shippy, brakeman Troy & Boston Railroad freight, was instantly killed by falling between two cars at Vermont.

February 23. — Thomas Buxton, brakeman, had three ribs broken, coupling cars, North Adams yard.

March 20. — Edward Hall fell from N. H. & N. passenger train at Hoosac Tunnel station, and had hand cut off.

April 4. — C. L. Wheelock, Fitchburg Railroad brakeman, lost one finger coupling cars in North Adams yard.

April 7. — B. E. Vincent, Fitchburg Railroad brakeman, knocked off car climbing up side ladder at Clesson's River Bridge, Buckland. Died, April 13, 1883.

April 9. — William P. Kidder jumped from passenger train at Williams-town, had head cut.

April 14. — H. P. Bishop, foreman switching gang at North Adams yard, broke his ankle by being caught between rail and guard rail.

May 8. — Henry Herring boarded freight train at Shelburne Falls, was discovered by conductor at Conway Junction and ordered off. He jumped from train and had one foot run over. Died at Shelburne Falls, May 18, 1883.

June 7. — The body of John Bradley was found on west bound main at Blackinton, by night trackwalker. Supposed to have been struck by light engine. Was seen about the station in the early evening intoxicated.

July 8. — Thomas Holbrook had both legs cut off in attempting to board a freight train coming into North Adams.

July 11. — H. A. Dexter, conductor Fitchburg Railroad, fell from freight train in Hoosac Tunnel and was instantly killed.

July 30. — Mrs. Latham was struck by N. H. & N. passenger train while walking on track at Shelburne Falls, and instantly killed.

August 8. — Samuel Lynn had arm cut off by cars, while switching at North Adams.

August 16. — Man named Dunhavy or Wallace, got off passenger train at Williamstown, about 9 P. M., intoxicated. His body was found about 10 P. M., mangled.

August 28. — Maurice King, struck by passenger train near Charlemont, and fatally injured.

September 18. — Henry Perry, B. H. T. & W. brakeman, fell while uncoupling cars at Blackinton, and seriously injured.

BRIDGES BUILT WITHIN THE YEAR IN MASSACHUSETTS.

LOCATION.	KIND.	MATERIAL.	LENGTH.	WHEN BUILT.
Zoar Bridge, Deerfield River,	- -	Iron.	2 spans 123.5 ft. each; 1 span 60 ft.	May, 1883.
One mile West Charlemont, Chickley River,	- -	Iron.	1 span 100 ft.	March, 1883.

BRIDGES.

Number of spans of iron bridges of 25 feet and upwards.*	36
Number of spans of timber bridges of 25 feet and upwards,*	4
Number of crossings of highways at grade,*	24
Number of crossings of highways over railroad,	4
Number of crossings of highways under railroad,	10
Number of highway bridges 18 feet above track,	4
Number of crossings at which gates or flagmen are maintained,	8
Number of crossings at which there are neither signals nor flagmen,	16

* In Massachusetts, on miles road owned.

Number of railroad-crossings over other railroads (specifying each):	
Over P. & N. A. R. R.,	1

NAME AND RESIDENCE OF OFFICERS.

A. W. Locke, *Manager*, North Adams, Mass. Austin, Bond, *Treasurer*, North Adams, Mass.

PROPER ADDRESS OF THE COMPANY,

TROY & GREENFIELD RAILROAD & HOOSAC TUNNEL,
NORTH ADAMS, MASS.

A. W. LOCKE,

Manager.

AUSTIN BOND,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE SS. Dec. 24, 1883. Then personally appeared A. W. Locke, Manager, and Austin Bond, Treasurer, of the Troy & and Greenfield Railroad & Hoosac Tunnel, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. PROCTOR THAYER,

Justice of the Peace.

REPORT

OF THE

UNION FREIGHT RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Operated by the Old Colony Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
[Lessees' Account.]	
Total income,	\$83,303 31
Total expense (including taxes),	48,058 09
Net income,	35,245 22
Rentals paid Union Freight Railroad Company,	33,321 32
Net income in lessees' account,	1,923 90
[Company's Account.]	
Rental received from lessees,	33,321 32
Interest received,	986 40
Dividend on 130 shares owned by company,	910 00
TOTAL INCOME,	35,217 72
General expense,	535 90
Repairs of road,	4,111 08
TOTAL EXPENSE,	4,646 98
Net income,	30,570 74
Dividends declared (7 per cent.),	21,000 00
Balance for the year (surplus),	9,570 74
Balance at commencement of year,	20,362 61
Balance Sept. 30, 1883 (surplus),	29,933 35
ANALYSIS OF EARNINGS.	
[Lessees' Account.]	
From local freight,	\$78,823 75
through freight (to and from other roads),	4,479 56
Total earnings from freight department,	83,303 31
TOTAL TRANSPORTATION EARNINGS,	83,303 31
ANALYSIS OF EXPENSES.	
[Lessees' Account.]	
Stationery and printing,	\$154 53
Outside agencies and advertising,	13 13
Contingencies and miscellaneous,	2,545 28
Repairs of buildings,	197 94
Renewal of rails,	3,843 57
[Number tons steel laid, 165.]	
Repairs of road-bed and track,	9,529 69
Repairs of locomotives,	4,589 40
Fuel for locomotives,	4,372 25
[Tons of coal, 720.]	
Water supply,	428 24
Oil and waste,	899 00
Locomotive service,	4,622 40
Freight-train service,	10,037 78

Freight-train supplies,	\$21 50
Mileage freight-cars,	617 76
Telegraph expenses,	130 30
Loss and damage, freight and baggage,	78 21
Loss and damage, property and cattle,	80 39
Agents and station service,	3,833 92
TOTAL OPERATING EXPENSES,	\$45,995 29
Taxes,	2,062 80
TOTAL OPERATING EXPENSES AND TAXES,	\$48,058 09

Balance Sheet Sept. 30, 1883.**ASSETS.**

Cost of road,	\$263,015 52	
Stock of Union Freight Railroad Company,	13,000 00	
TOTAL PERMANENT INVESTMENTS,		\$276,015 52
Cash,	\$47,917 83	
Bills receivable,	6,000 00	
TOTAL CASH ASSETS,		53,917 83
TOTAL ASSETS,		\$329,933 35

LIABILITIES.

Capital stock,	\$300,000 00
Profit & Loss balance,	29,933 35
TOTAL LIABILITIES,	\$329,933 35

Present or Contingent Liabilities not included in the Balance Sheet.

Other liabilities, viz.:

A claim is made by the Marginal Freight Railroad Company that the original grant of the charter of this company is void; also a claim for the portion of its track taken by this company, under the charter, — both now in litigation.

MILEAGE, TRAFFIC, ETC.

Freight-train mileage,	32,416
TOTAL REVENUE-TRAIN MILEAGE,	32,416
Number tons of local freight,	251,078
Number tons through freight (to and from other roads),	16,306
TOTAL NUMBER TONS FREIGHT CARRIED,	267,384
Local freight mileage (tons local freight carried one mile),	345,232
Through freight mileage (tons through freight carried one mile),	24,459
TOTAL FREIGHT MILEAGE,	369,691
Average number of persons employed,	36

DESCRIPTION OF ROAD.

Main line of road from Boston & Lowell Railroad on the north to the Old Colony Railroad on the south in the city of Boston,	2.431 miles.
Main line of road in Massachusetts,	2.431 "
Double track on main line, . . . . .	.937 mile.
Same in Massachusetts, . . . . .	.937 "

Total road belonging to this company,	2.431 miles.
Sidings and other tracks not above enumerated,	1.150 "
Same in Massachusetts,	1.150 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts,	4.518 "
Total length of steel rails in tracks, not including steel-top rails,	3.907 "
[Weights per yard, 88 pounds.]	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL. (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS. (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	1	-	2	-	3	-	3
Others,	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 12, 1882. — Ezra W. Taylor, freight conductor, while coupling cars in the New York & New England freight yard, stepped into a hole in the wharf causing him to fall with one arm across the rail. Arm was run over and crushed so as to require amputation near the shoulder.

November 20. — Michael Conlon, flagman, fell between the cars and was run over, both legs being broken.

March 16, 1883. — Walter Crocker, flagman, stepped between two moving cars, slipped and fell and had one leg crushed.

July 27. — Cornelius Leary, a trespasser, was run over by train and fatally injured on Federal Street, between Beach and Kneeland Streets, — whether by getting on or off the train is not known, — as the first knowledge the train men had of the accident was the cries of the man.

RATES OF FARE, ETC.	
Average rate of local freight per ton per mile,	2.28 cents.
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	1.83 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.25 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$500,000 00
Capital stock authorized by votes of company,	300,000 00
Capital stock issued (number of shares, 3,000); amount paid in,	\$300,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	300,000 00
Total number of stockholders,	3
Number of stockholders in Massachusetts,	3
Amount of stock held in Massachusetts,	\$300,000 00

NAME AND RESIDENCE OF OFFICERS.

Charles F. Choate, *President*, Southborough, Mass. B. B. Torrey, *Treasurer and Clerk of Corporation*, Hanover, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles F. Choate, Southborough, Mass. James R. Kendrick, Boston, Mass. Henry A. Whitney, Milton, Mass. William G. Russell, Boston, Mass. A. A. Folsom, Boston, Mass. Royal W. Turner, Randolph, Mass.

PROPER ADDRESS OF THE COMPANY.

UNION FREIGHT RAILROAD COMPANY,
BOSTON, MASS.

CHARLES F. CHOATE,
ROYAL W. TURNER,
A. A. FOLSOM,
HENRY A. WHITNEY,
Directors.
B. B. TORREY,
Treasurer.
J. R. KENDRICK,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1883. Then personally appeared Charles F. Choate, Royal W. Turner, A. A. Folsom, B. B. Torrey and J. R. Kendrick, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

AUSTIN W. ADAMS,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 3, 1883. Then personally appeared Henry A. Whitney and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JAMES DAILY,
Justice of the Peace.

REPORT

OF THE

VERMONT & MASSACHUSETTS RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Fitchburg Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent received of Fitchburg Railroad Company),	\$186,000 00
Total expense,*	3,000 00
Net income,	183,000 00
Dividends declared (6 per cent.),	183,000 00
Balance at commencement of year,	\$38,802 28
Add: premium on \$1,000,000.00 5 per cent. bonds, issued May 1, 1883, and redeemable May 1, 1903,	\$103,200 00
Balance at commencement of year as so changed,	142,002 28
Balance Sept. 30, 1883 (surplus),	142,002 28
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$3,000 00
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$3,288,328 01
Cost of equipment,	261,233 64
Lands in Massachusetts,	65,973 38
Turner's Falls Branch,	145,300 63
TOTAL PERMANENT INVESTMENTS,	\$3,760,835 66
Cash,	\$7,122 25
Fitchburg Railroad Company,	583,669 64
City Institution for Savings, in Lowell,	354 53
TOTAL CASH ASSETS,	591,146 42
TOTAL ASSETS,	\$4,351,982 08
LIABILITIES.	
Capital stock,	\$3,050,000 00
Funded debt,	1,150,500 00
Unfunded debt, viz.,	9,479 80
Dividends unpaid,	\$7,122 25
Vouchers and accounts,	2,357 55
Profit & Loss balance,	142,002 28
TOTAL LIABILITIES,	\$4,351,982 08

* Taxes paid by Fitchburg Railroad Company.

DESCRIPTION OF ROAD	
Main line of road from Fitchburg to Greenfield,	56.00 miles.
Main line of road in Massachusetts,	56.00 "
Double track on main line,	44.00 "
Same in Massachusetts,	44.00 "
Branches owned by company, viz.:	
Turner's Falls Branch (single track),	2.80 "
Total length of branches owned by company,	2.80 "
Total length of branches owned by company in Massachusetts,	2.80 "
Total road belonging to this company,	58.80 "
Sidings and other tracks not above enumerated,	27.39 "
Same in Massachusetts,	27.39 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts,	130.19 "
Total length of steel rails in tracks, not including steel-top rails,	99.53 "
[Weights per yard, 60 pounds.]	
Number of stations on all roads owned by this company,	20
Same in Massachusetts,	20

GENERAL INFORMATION.

Number of spans of stone bridges of 25 feet and upwards,	5
Aggregate length of same for double track (170 feet).	
Number of spans of iron bridges of 25 feet and upwards,	15
Aggregate length of same for single track (90 feet).	
Aggregate length of same for double track (794 feet).	
Aggregate length of same for triple track (89 feet).	
Number of spans of timber bridges of 25 feet and upwards,	12
Aggregate length of same for single track (2,776 feet).	
Aggregate length of same for double track (137 feet).	
Aggregate length of same for triple track (283 feet).	
Number of crossings of highways at grade,	40
Number of crossings of highways over railroad,	12
Number of crossings of highways under railroad,	11
Number of highway bridges 18 feet above track,	10
Number of highway bridges less than 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	9
Number of crossings at which there are neither signals nor flagmen,*	31
Number of railroad-crossings at grade (specifying each):	3
Boston, Barre & Gardner.	
Ware River.	
Connecticut River.	
Number of railroad-crossings over other railroads (specifying each):	2
New Haven & Northampton, twice.	
Number of railroad-crossings under other railroads (specifying each):	1
New London Northern.	

CAPITAL STOCK.

Capital stock authorized by charter,	\$4,700,000 00
Capital stock authorized by votes of company,	3,050,000 00
Capital stock issued (number of shares, 30,500); amount paid in,	\$3,050,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE COMPANY,	
Total number of stockholders,	1,149
Number of stockholders in Massachusetts,	971
Amount of stock held in Massachusetts,	\$2,797,900 00

DEBT.	
Funded debt, as follows :	
Bonds due July 1, 1883, rate of interest, 6 per cent.,	\$500 00
Interest paid on same during year, . . . \$33,000 00	
Bonds due July 1, 1885, rate of interest 7 per cent., . . .	150,000 00
Interest paid on same during year, . . . 10,500 00	
Bonds due May 1, 1903, rate of interest 5 per cent., . . .	1,000,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$1,150,500 00

NAME AND RESIDENCE OF OFFICERS.

Daniel S. Richardson, *President*, Lowell, Mass. Franklin N. Poor, *Treasurer*, Office, 17 State Street, Boston, Mass. Benjamin D. Locke, *Clerk of Corporation*, Arlington, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Daniel S. Richardson, Lowell, Mass. William H. Hill, Brookline, Mass. James A. Dupee, Boston, Mass. George F. Fay, Fitchburg, Mass. Thornton K. Ware, Fitchburg, Mass. Edward L. Davis, Worcester, Mass. Francis Goodhue, Brattleboro', Vt.

PROPER ADDRESS OF THE COMPANY.

VERMONT & MASSACHUSETTS RAILROAD COMPANY,
TREASURER'S OFFICE, 17 STATE ST., BOSTON, MASS.

E. B. PHILLIPS,
SETH BEMIS,
ROBERT CODMAN,
RODNEY WALLACE,
FRANKLIN N. POOR,
C. T. CROCKER,

Directors of Fitchburg R. R. Company.

M. D. BENSON,
Treasurer.

JOHN ADAMS,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. Nov. 19, 1883. Then personally appeared Messrs. E. B. Phillips, Seth Bemis, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, M. D. Benson, and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITTEMORE,
Justice of the Peace.

REPORT

OF THE

WARE RIVER RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Albany Railroad Company.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$52,500 00
Net income,	52,500 00
Dividends declared (7 per cent.),	52,500 00
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$1,115,163 82
TOTAL ASSETS,	\$1,115,163 82
LIABILITIES.	
Capital stock,	\$750,000 00
Unfunded debt, viz.:	365,163 82
TOTAL LIABILITIES,	\$1,115,163 82
DESCRIPTION OF ROAD.	
Main line of road from Palmer to Winchendon,	49.30 miles.
Main line of road in Massachusetts,	49.30 "
Total road belonging to this company,	49.30 "
Sidings and other tracks not above enumerated,	4.91 "
Same in Massachusetts,	4.91 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	54.21 "
Same in Massachusetts,	54.21 "
Total length of steel rails in tracks, not including steel-top rails, [Weights per yard, 63 pounds.]	8.83 "
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards,	11
Aggregate length of same for single track (1,075 feet).	
Number of crossings of highways at grade,	34
Number of crossings of highways over railroad,	1
Number of crossings of highways under railroad,	5
Number of highway bridges 18 feet above track,	1
Number of crossings at which there are neither signals nor flagmen,	54
Number of railroad-crossings at grade (specifying each):	2
Vermont & Massachusetts Railroad.	
Cheshire Railroad.	

CAPITAL STOCK.		
Capital stock authorized by charter,	\$1,000,000 00	
Capital stock authorized by votes of company,	750,000 00	
Capital stock issued (number of shares, 7,500).		
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		\$750,000 00
Total number of stockholders,	117	
Number of stockholders in Massachusetts,*	109	
Amount of stock held in Massachusetts,	\$718,900 00	

NAME AND RESIDENCE OF OFFICERS.

J. A. Rumrill, *President*, Springfield, Mass. C. E. Stevens, *Treasurer*, Boston, Mass. E. W. Long, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. A. Rumrill, Springfield, Mass. C. A. Stevens, Ware, Mass. E. B. Gillett, Westfield, Mass. Wm. Mixter, Hardwick, Mass. W. W. Whitney, Winchendon, Mass. C. W. Chapin, Springfield, Mass. C. A. Perley, Baldwinsville, Mass.

PROPER ADDRESS OF THE COMPANY.

WARE RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

J. A. RUMRILL,
C. A. PERLEY,
WM. W. WHITNEY,
CHAS. A. STEVENS,
Directors.
C. E. STEVENS,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 25, 1883. Then personally appeared J. A. Rumrill, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ALBERT HOLT,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 25, 1883. Then personally appeared C. A. Perley, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

STILLMAN CADY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 25, 1883. Then personally appeared Wm. W. Whitney, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEO. M. WHITNEY,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. Oct. 27, 1883. Then personally appeared Charles A. Stevens, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

OTIS LANE,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 30, 1883. Personally appeared C. E. Stevens, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

FRANK H. RATCLIFFE,
Justice of the Peace.

REPORT

OF THE

WEST AMESBURY BRANCH RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Boston & Maine Railroad.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income (rent for use of road),	\$5,700 00
Total expense (including taxes),	205 93
Net income,	5,494 07
Interest accrued during year:	3,990 00
On funded debt, \$3,990 00	
Dividends declared (2½ per cent.)	1,425 00
Balance for the year (surplus),	79 07
Balance at commencement of year,	143 09
Balance Sept. 30, 1883 (surplus),	222 16
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$30 00
Stationery and printing,	1 74
TOTAL EXPENSES,	\$31 74
Taxes,	174 19
TOTAL EXPENSES AND TAXES,	\$205 93
Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$114,000 00
Cash,	338 66
TOTAL ASSETS,	\$114,338 66
LIABILITIES.	
Capital stock,	\$57,000 00
Funded debt,	57,000 00
Unfunded debt, viz.:	116 50
Interest unpaid, \$84 00	
Dividends unpaid, 32 50	
Profit & Loss balance,	222 16
TOTAL LIABILITIES,	\$114,338 66

DESCRIPTION OF ROAD.	
Main line of road from Merrimac to Newton, N. H., . . .	4.500 miles.
Main line of road in Massachusetts,	2.250 "
Total road belonging to this company,	4.500 "
Sidings and other tracks not above enumerated, . . . .	.284 mile.
Same in Massachusetts, . . . . .	.119 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	4.784 miles.
Same in Massachusetts,	2.369 "
Number of stations on all roads owned by this company, . .	2
Same in Massachusetts,	1
BRIDGES.	
Number of spans of iron bridges of 25 feet and upwards,* .	1
Number of crossings of highways at grade,*	1
Number of crossings at which there are neither signals nor flagmen,	1
CAPITAL STOCK.	
Capital stock authorized by charter, . . . \$150,000 00	
Capital stock authorized by votes of company, . . . 114,000 00	
Capital stock issued (number of shares, 570); amount paid in,	\$57,000 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO., .	57,000 00
Total number of stockholders,	35
Number of stockholders in Massachusetts,	33
Amount of stock held in Massachusetts, . . . \$56,300 00	
DEBT.	
Funded debt, as follows :—	
Bonds due July 1, 1893, rate of interest 7 per cent., . . .	\$57,000 00
Interest paid on same during year, . . . \$3,965 50	

NAME AND RESIDENCE OF OFFICERS.

Wm. H. Haskell, *President*, Merrimac, Mass. Daniel J. Poore, *Treasurer*
and *Clerk of Corporation*, Merrimac, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William H. Haskell, Merrimac, Mass. Benj. F. Sargent, Merrimac, Mass.
Albert Sargent, Merrimac, Mass. John Cleary, Merrimac, Mass. John
Hoit, Newton, N. H.

PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,
MERRIMAC, ESSEX COUNTY, MASS.

WILLIAM H. HASKELL,
BENJ. F. SARGENT,
ALBERT SARGENT,
JOHN CLEARY,
Directors.
DANIEL J. POORE,
Treasurer.

* In Massachusetts, on miles road owned.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss. Oct. 18, 1883. Then personally appeared Wm. H. Haskell, Benj. F. Sargent, Albert Sargent, John Cleary, and Daniel J. Poore, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS H. HOYT,
Justice of the Peace.

REPORT

OF THE

WEST STOCKBRIDGE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Housatonic Railroad Company of Connecticut.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$1,940 04
Total expense (including taxes),	344 24
Net income,	1,595 80
Dividends declared ($\frac{1}{4}$ per cent.),	1,584 00
Balance for the year (surplus),	11 80
Balance at commencement of year,	1,129 08
Balance Sept. 30, 1883 (surplus),	1,140 88
ANALYSIS OF EARNINGS.	
Rents for use of road,	\$1,893 54
Income from all other sources, viz.:	46 50
Dividend on 8 shares West Stockbridge Railroad	
Company stock,	\$32 00
Interest,	14 50
TOTAL INCOME FROM ALL SOURCES,	\$1,940 04
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$20 00
Contingencies and miscellaneous,	1 70
TOTAL EXPENSES,	\$21 70
Taxes,	322 54
TOTAL EXPENSES AND TAXES,	\$344 24
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$39,600 00
Stock of West Stockbridge Railroad,	400 00
TOTAL PERMANENT INVESTMENTS,	\$40,000 00
Cash,	\$314 89
Bills receivable,	425 99
TOTAL CASH ASSETS,	740 88
TOTAL ASSETS,	\$40,740 88
LIABILITIES.	
Capital stock,	\$39,600 00
Profit & Loss balance,	1,140 88
TOTAL LIABILITIES,	\$40,740 88

DESCRIPTION OF ROAD.	
Main line of road from West Stockbridge to State line,	2.75 miles.
Main line of road in Massachusetts,	2.75 "
Total road belonging to this company,	2.75 "
Sidings and other tracks not above enumerated,	3.75 "
Same in Massachusetts,	3.75 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	
Same in Massachusetts,	6.50 "
Number of stations on all roads owned by this company,	2
Same in Massachusetts,	2
CAPITAL STOCK.	
Capital stock authorized by charter, \$75,000 00	
Capital stock issued (number of shares 396); amount paid in,	\$39,600 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	39,600 00
Total number of stockholders,	20
Number of stockholders in Massachusetts,	18
Amount of stock held in Massachusetts,	\$39,100 00

NAME AND RESIDENCE OF OFFICERS.

George H. Power, *President*, Hudson, N. Y. Henry W. Taft, *Treasurer*
and *Clerk of Corporation*, Pittsfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Power, Hudson, N. Y. Henry W. Taft, Pittsfield, Mass. George
W. Kniffin, West Stockbridge, Mass. Chester W. Chapin, Springfield, Mass.
William Bliss, Springfield, Mass.

PROPER ADDRESS OF THE COMPANY,
WEST STOCKBRIDGE RAILROAD CORPORATION,
PITTSFIELD, MASS.

GEORGE H. POWER,
HENRY W. TAFT,
GEO. W. KNIFFIN,
Directors.
HENRY W. TAFT,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, SS. Oct. 6, 1883. Then personally appeared Henry W. Taft
and George W. Kniffin, and severally made oath to the truth of the foregoing
statement by them subscribed, according to their best knowledge and belief.

WM. C. SPAULDING,
Justice of the Peace.

STATE OF NEW YORK.

COUNTY OF COLUMBIA, SS. Oct. 10, 1883. Then personally appeared
George H. Power, and made oath to the truth of the foregoing statement by
him subscribed, according to his best knowledge and belief.

W. FRANK HOLSAPPLE,
Justice of the Peace, Hudson, N. Y.

REPORT

OF THE

WORCESTER & NASHUA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$675,946 96
Total expense (including taxes),	488,206 36
Net income,	187,740 60
Rentals,	74,300 00
Nashua & Rochester Railroad,	\$74,300 00
Interest accrued during year:	54,831 44
On funded debt,	48,100 00
On other debt,	6,731 44
Dividends declared (3 per cent.),	53,694 00
Balance for the year (surplus),	4,915 16
Balance at commencement of year,	\$85,581 17
Deduct:—	
Old claims paid off, and losses on account of	
Clinton washout,	21,971 50
Balance at commencement of year as so changed,	63,609 67
Balance Sept. 30, 1883 (surplus),	68,524 83
ANALYSIS OF EARNINGS.	
From local passengers,	\$97,061 49
through passengers (to and from other roads),	111,087 92
express and extra baggage,	10,895 86
mails,	11,303 44
other sources, passenger department,	3,453 61
<i>Total earnings from passenger department,</i>	<i>233,802 32</i>
From local freight,	98,334 08
through freight (to and from other roads),	313,222 57
other sources, freight department,	8,182 48
<i>Total earnings from freight department,</i>	<i>419,739 13</i>
TOTAL TRANSPORTATION EARNINGS,	653,541 45
Income from all other sources, viz.:	22,405 51
Dividends on Nashua & Rochester R.R. stock,	\$14,415 00
Rent of land and buildings,	7,990 51
TOTAL INCOME FROM ALL SOURCES,	\$675,946 96
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$16,619 63
Insurance,	2,531 99
Stationery and printing,	4,190 62
Outside agencies and advertising,	2,113 50
Contingencies and miscellaneous,	10,717 83
Repairs of bridges (including culverts and cattle guards),	4,373 02
Repairs of buildings,	12,661 87
Repairs of fences, road crossings and signs,	4,718 30
Renewal of rails,	24,162 00
[Number tons steel laid, 1,002.]	

Renewal of ties,	\$20,689 56
[Number laid, 50,800.]	
Repairs of road-bed and track,	52,539 23
Repairs of locomotives,	41,432 73
Fuel for locomotives,	89,099 10
[Tons of coal, 14,970.]	
Water supply,	2,902 86
Oil and waste,	4,577 51
Locomotive service,	29,699 64
Repairs of passenger-cars,	15,953 59
Passenger-train service,	10,122 17
Passenger-train supplies,	612 63
Repairs of freight-cars,	21,151 68
Freight-train service,	12,910 11
Freight-train supplies,	635 59
Mileage freight-cars,	13,793 41
Telegraph expenses,	1,180 71
Loss and damage, freight and baggage,	882 90
Loss and damage, property and cattle,	250 00
Personal injuries,	5,106 26
Agents and station service,	64,678 42
Station supplies,	1,212 67
TOTAL OPERATING EXPENSES,	\$471,519 53
Taxes,	16,686 83
TOTAL OPERATING EXPENSES AND TAXES,	\$488,206 36

Balance Sheet, Sept. 30, 1883.

ASSETS.

Cost of road,	\$2,128,584 99	
Cost of equipment,	415,336 03	
TOTAL PERMANENT INVESTMENTS,		\$2,543,921 02
Cash,	\$25,799 87	
Due from agents and companies,	32,390 33	
Materials and supplies,	57,044 55	
Debit balances,	1,844 06	
Nashua and Rochester Railroad stock,	289,980 00	
TOTAL CASH ASSETS,		407,058 81
TOTAL ASSETS,		\$2,950,979 83

LIABILITIES.

Capital stock,	\$1,789,800 00
Funded debt,	962,000 00
Unfunded debt, viz. :	130,655 00
Interest unpaid,	\$1,297 50
Dividends unpaid,	4,357 50
Notes payable,	125,000 00
Profit & Loss balance,	68,524 83
TOTAL LIABILITIES,	\$2,950,979 83

Present or Contingent Liabilities not included in the Balance Sheet.

Bonds guaranteed by this company or a lien on its road, viz. : Nashua & Rochester bonds for 700,000, and dividends on stock guaranteed by this company.	
TOTAL,	\$700,000 00

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage	214,026
Freight-train mileage,	240,316
TOTAL REVENUE-TRAIN MILEAGE,	454,342
Switching-train mileage,	52,538
Other train mileage,	9,904
TOTAL TRAIN MILEAGE,	516,784
Number of season-ticket passengers,	75,918
Number of local passengers (including local season),	284,784
Number of through passengers (to and from other roads),	157,853
TOTAL NUMBER OF PASSENGERS CARRIED,	442,637
Local passenger mileage (local passengers carried one mile),	3,547,816
Through passenger mileage (through passengers carried one mile),	4,044,642
TOTAL PASSENGER MILEAGE,	7,592,458
Number tons of local freight,	106,005
Number tons through freight, (to and from other roads),	450,728
TOTAL NUMBER TONS FREIGHT CARRIED,	556,733
Local freight mileage (tons local freight carried one mile),	3,162,274
Through freight mileage (tons through freight carried one mile),	14,682,312
TOTAL FREIGHT MILEAGE,	17,844,586
Average weight of passenger-trains (exclusive of passengers),	145 tons.
Average number of cars in passenger-trains,	5
Average weight of freight-trains (exclusive of freight),	265 tons.
Average number of cars in freight-train,	25
Average number of persons employed,	430
DESCRIPTION OF ROAD.	
Main line of road from Worcester to Nashua,	46.09 miles.
Main line of road in Massachusetts,	39.46 "
Main line of road in New Hampshire,	6.63 "
Double track on main line,	16.83 "
Same in Massachusetts,	16.83 "
Total road belonging to this company,	46.09 "
Sidings and other tracks not above enumerated,	15.51 "
Same in Massachusetts,	11.75 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	78.43 "
Same in Massachusetts,	68.04 "
Total length of steel rails in tracks, not including steel-top rails,	45.75 "
[Weights per yard, 56 to 60 pounds.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or Contract.</i>	
Nashua & Rochester R. R. length,	48.39 miles.
Total length of above roads,	48.39 "
Total length of above roads in other States (specifying each): New Hampshire,	48.39 "
Total miles of road operated by this company,	94.48 "
Total miles of road operated by this company in Massachusetts,	39.46 "
Number of stations in Massachusetts on all roads operated by this company,	13
Number of telegraph offices in same,	12
Number of stations on all roads owned by this company,	15
Same in Massachusetts,	13
EQUIPMENT.	
Number of locomotives,	20
Number of passenger-cars,	19
Number of parlor or sleeping cars,	3
Number of baggage, mail, and express cars,	9
Number of freight-cars (basis of 8 wheels),	417½

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL. (IN MASSACHUSETTS.)		FROM THEIR OWN MISCONDUCT OR CARELESSNESS. (IN MASSACHUSETTS.)		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	-	-	-	-	-
Employees, .	3	-	1	-	4	-	-	-
Others, .	-	-	2	-	2	-	-	-

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

November 11, 1882. — John Sullivan, a boy aged ten, attempted to climb on moving freight train, on Exchange Freight track, Union Station, and fell under the car; his left leg and arm, and right foot was cut off; he lived but a short time after.

January 12, 1883. — Dominick Lyon, aged sixty, was standing on coal cars at Worcester, which were being moved by an engine, and fell under the car; he was instantly killed. He was an employee.

March 10. — Lee M. Hill, aged thirty-six, a freight conductor, fell between the cars of a freight train at Sterling Junction and was instantly killed.

July 2. — E. R. Eaton, an employee aged 20, attempted to jump on moving freight at Worcester, and was struck by switch-stand, and received injuries about the head; lived but few minutes.

August 6. — George S. Harger, an employee aged forty-five, was instantly killed at Ayer Junction while disconnecting brake hose; injuries were fracture of skull.

September 25. — Peter Rebeo, a boy aged ten, attempted to get off a freight train (on which he was riding without the knowledge of train-men), having jumped on some point to us unknown, fell under the car and was instantly killed. This occurred in Lincoln Square (Worcester) freight yard.

GENERAL INFORMATION.

Maximum weight of locomotives in working order, . . .	111,200 lbs.
Average weight of locomotives in working order, . . .	96,057 "
Maximum weight of tenders full of fuel and water, . . .	40,000 "
Average weight of tenders full fuel and water, . . .	33,437 "
Maximum weight of passenger-cars (parlor), . . .	54,000 "
Average weight of passenger-cars, . . .	40,200 "
Average weight of mail and baggage cars, . . .	33,427 "
Average weight of 8-wheel box freight-cars, . . .	17,000 "
Average weight of 4-wheel box freight-cars, . . .	9,150 "
Average weight of 8-wheel platform-cars, . . .	14,000 "
Average weight of 4-wheel platform-cars, . . .	8,000 "
Length of heaviest engine and tender, from centre of forward truck-wheel of engine to centre of rear wheel of tender, . . .	42 feet.
Total length of heaviest engine and tender over all, . . .	52 "
Number of locomotives equipped with train-brake, . . .	5
[Kind of brake: Westinghouse Automatic Air.]	
Number of cars equipped with train-brake, . . .	26
[Kind of brake: Westinghouse Automatic Air.]	
Number of passenger-cars with Miller platform and buffer, . . .	21

BRIDGES.

Number of trestle bridges of 25 feet length and upwards,* . . .	2
Aggregate length of same for single track (286 feet.)	

* In Massachusetts, on miles of road owned.

Number of spans of stone bridges of 25 feet and upwards,*	2
Aggregate length of same for single track (110 feet.)	
Aggregate length of same for double track (110 feet.)	
Number of crossings of highways at grade,	37
Number of crossings of highways over railroad,	7
Number of crossings of highways under railroad,	8
Number of highway bridges 18 feet above track,	4
Number of highway bridges less than 18 feet above track,	3
Number of crossings at which gates or flagmen are maintained,	10
Number of crossings at which there are neither signals nor flagmen,	27
Number of railroad-crossings at grade (specifying each):	5
Boston, Barre & Gardner, in Worcester.	
Massachusetts Central, at Oakdale.	
Old Colony in Clinton; and the	
Fitchburg and Peterborough & Shirley, in Ayer.	
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	3.81 cents.
Average rate of fare per mile <i>received</i> from passengers to and from other roads,	2.75 "
Average rate of fare per mile for season-ticket passengers,	.85 cent.
Average rate of fare per mile <i>received</i> from <i>all</i> passengers,	2.74 cents.
Average rate of local freight per ton per mile,	2.77 "
Average rate of freight per ton per mile <i>received</i> from freight to and from other roads,	2.24 "
Average rate of freight per ton per mile <i>received</i> from <i>all</i> freight,	2.34 "
CAPITAL STOCK.	
Capital stock authorized by charter,	\$2,100,000 00
Capital stock authorized by votes of company,	1,789,800 00
Capital stock issued (number of shares, 17,898); amount paid in,	\$1,789,800 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,	1,789,800 00
Total number of stockholders,	929
Number of stockholders in Massachusetts,	742
Amount of stock held in Massachusetts,	\$1,546,400 00
DEBT.	
Funded debt, as follows:—	
Mortgage bonds, due on demand, rate of interest 5 per cent.	\$37,000 00
Interest paid on same during year,	\$1,850 00
Mortgage bonds, due May 1, 1887, rate of interest 5 per cent.	275,000 00
Interest paid on same during year,	13,750 00
Mortgage bonds, due April 1, 1893, rate of interest 5 per cent.	250,000 00
Interest paid on same during year,	12,500 00
Mortgage bonds, due February 1, 1894, rate of interest 5 per cent.	400,000 00
Interest paid on same during year,	20,000 00
TOTAL AMOUNT OF FUNDED DEBT,	\$962,000 00

NAME AND RESIDENCE OF OFFICERS.

C. S. Turner, *President and General Manager*, Worcester, Mass. George W. Hurlburt, *Superintendent*, Worcester, Mass. J. M. Williams, *General Freight Agent*, Worcester, Mass. C. A. Waite, *General Passenger Agent*, Worcester, Mass. T. W. Hammond, *Treasurer and Clerk of Corporation*.

* In Massachusetts on miles road owned.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

C. S. Turner, Stephen Salisbury, F. H. Kinnicutt, F. H. Dewey, E. B. Stoddard, J. Edwin Smith, and Samuel Woodward,—all of Worcester Charles Holman of Nashua, N. H., and Henry N. Bigelow of Clinton, Mass.

PROPER ADDRESS OF THE COMPANY.

WORCESTER & NASHUA RAILROAD COMPANY,
WORCESTER, MASS.

C. S. TURNER,
STEPHEN SALISBURY,
F. H. KINNICUTT,
SAM'L WOODWARD,
FRANCIS H. DEWEY,
E. B. STODDARD,
Directors.
T. W. HAMMOND,
Treasurer.
G. W. HURLBURT,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER SS. Nov. 13, 1883. Then personally appeared C. S. Turner, Stephen Salisbury, F. H. Kinnicutt, Sam'l Woodward, Francis H. Dewey, T. W. Hammond, G. W. Hurlburt, and E. B. Stoddard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

BENJAMIN T. HAMMOND,
Justice of the Peace.

WORCESTER, Nov. 13, 1883.

The undersigned, commissioner of Worcester & Nashua Railroad Company for the Commonwealth of Massachusetts, having examined the foregoing report, believes it to be correct, and hereby approves the same.

JOHN J. PUTNAM.

The undersigned, commissioner for the Commonwealth of Massachusetts of the Worcester & Nashua Railroad Company, on the thirteenth day of November, 1883, examined the accounts of said road to determine what proportion of the receipts and expenditures, pertained to that part of the road lying in Massachusetts, and what portion to that part lying in New Hampshire.

The cost of the road and equipment, as appears by this report and the books of the company, is as follows:—

Cost of the road,	\$2,128,584 99
Cost of equipment,	415,336 03
Cost of the road in Massachusetts,	1,822,390 19
Cost of the road in New Hampshire,	306,194 80
Cost of equipment in Massachusetts,	355,590 37

Cost of equipment in New Hampshire,	\$59,745 66
Total income from Worcester & Nashua Railroad,	557,198 14
Total income from Nashua & Rochester (leased),	118,748 82
Total income from both roads,	675,946 96
Total expenses of Worcester & Nashua Railroad,	402,894 97
Total expenses of Nashua & Rochester Railroad (leased), .	85,311 39
Net income from Worcester & Nashua Railroad,	154,303 17
Net income from Nashua & Rochester Railroad,	33,437 43
Income from 39.46 miles of Worcester & Nashua Railroad lying in Massachusetts,	477,043 82
Income from 6.63 miles of road lying in New Hampshire, .	80,154 32
Income from Nashua & Rochester Railroad (leased), . . .	118,748 82
Total expenses of 39.46 miles of road lying in Massachusetts,	344,807 45
Total expenses of 6.63 miles of road lying in New Hampshire,	58,087 52
Total expenses of Nashua & Rochester Railroad,	85,311 39
Net earnings of 39.46 miles of road lying in Massachusetts, .	132,106 82
Net earnings of 6.63 miles of road lying in New Hampshire, .	22,196 35
Net earnings of Nashua & Rochester Road,	33,437 43

And the apportionment is hereby made according to the above figures.

JOHN J. PUTNAM,
Commissioner.

REPORT

OF THE

WORCESTER & SHREWSBURY RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[A narrow-gauge road.]

GENERAL EXHIBIT FOR THE YEAR.	
Total income,	\$13,767 24
Total expense (including taxes),	13,235 96
Net income,	531 28
Interest accrued during year:	1,050 00
On funded debt, \$1,050 00	
Balance for the year (deficit),	518 72
Balance at commencement of year,	7,968 09
Balance September 30, 1883 (surplus),	7,449 37
ANALYSIS OF EARNINGS.	
From local passengers,	\$13,728 87
TOTAL INCOME FROM ALL SOURCES,	13,728 87
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$1,690 34
Legal expenses,	134 00
Insurance,	176 84
Stationery and printing,	175 35
Outside agencies and advertising,	175 51
Contingencies and miscellaneous,	232 35
Repairs of buildings,	40 00
Renewal of rails,	708 58
[Number tons steel laid, 17.]	
Repairs of road-bed and track,	743 53
Repairs of locomotives	1,444 29
Fuel for locomotives,	2,903 95
[Tons of coal, 482; cords of wood, 10.]	
Water supply,	255 93
Oil and waste,	337 07
Locomotive service,	1,828 35
Repairs of passenger-cars,	275 00
Passenger-train service,	1,566 53
Agents and station service,	364 71
Station supplies,	37 50
TOTAL OPERATING EXPENSES,	\$13,089 83
Taxes,	146 13
TOTAL OPERATING EXPENSES AND TAXES,	\$13,235 96

Balance Sheet Sept. 30, 1883.	
ASSETS.	
Cost of road,	\$39,273 38
Cost of equipment,	20,774 27
TOTAL PERMANENT INVESTMENTS,	\$60,047 65
Cash,	2,569 87
TOTAL ASSETS,	\$62,617 52
LIABILITIES.	
Capital stock,	\$36,825 00
Funded debt,	15,000 00
Notes payable,	3,343 15
Profit & Loss balance,	7,449 37
TOTAL LIABILITIES,	\$62,617 52
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	34,000
TOTAL TRAIN MILEAGE,	34,000
Number of season-ticket passengers,	2,496
Number of local passengers (including season),	174,706
TOTAL NUMBER OF PASSENGERS CARRIED,	174,706
Local passenger mileage (local passengers carried one mile),	472,706
TOTAL PASSENGER MILEAGE,	472,706
Average number of cars in passenger-trains,	2
Average number of persons employed,	7
DESCRIPTION OF ROAD.	
Main line of road from Union Station to Lake Quinsigamond,	2.7 miles.
Main line of road in Massachusetts,	2.7 "
Total road belonging to this company,	2.7 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK,	2.7 "
Same in Massachusetts,	2.7 "
Total length of steel rails in tracks, not including steel-top rails,	3.48 "
[Weights per yard, 35 pounds.]	
Total miles of road operated by this company,	2.7 "
Total miles of road operated by this company in Massachusetts,	2.7 "
Number of stations in Massachusetts on all roads operated by this company,	5
Number of stations on all roads owned by this company,	5
Same in Massachusetts,	5
EQUIPMENT.	
Number of locomotives,	3
Number of passenger-cars,	6
Number of other cars,	3
GENERAL INFORMATION.	
Number of crossings of highways at grade,	5
Number of crossings at which there are neither signals nor flagmen,	5
RATES OF FARE, ETC.	
Average rate of fare per mile for season-ticket passengers,	1.07 cents.
Average rate of fare per mile received from all passengers,	2.90 "

CAPITAL STOCK.		
Capital stock authorized by charter,	\$40,000 00	
Capital stock authorized by votes of company,	36,900 00	
Capital stock issued (number of shares, 367); amount paid in,		\$36,825 00
TOTAL AMOUNT PAID IN AS PER BOOKS OF THE CO.,		36,825 00
Total number of stockholders,	10	
Number of stockholders in Massachusetts,	10	
Amount of stock held in Massachusetts,	\$36,825 00	
DEBT.		
Funded debt, as follows:		
Bonds, rate of interest 7 per cent.,		\$15,000 00
Interest paid on same during year,	\$1,050 00	

NAME AND RESIDENCE OF OFFICERS.

Horace H. Bigelow, *President*, Worcester, Mass. Julian F. Bigelow, *Superintendent*, Worcester, Mass. Horace H. Bigelow, *Treasurer*, Worcester, Mass. Walter F. Brooks, *Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Horace H. Bigelow, Worcester, Mass. Chas. S. Turner, Worcester, Mass. Josiah H. Clark, Worcester, Mass. Geo. H. Ball, Worcester, Mass. Elijah B. Stoddard, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY.

WORCESTER & SHREWSBURY RAILROAD COMPANY,
WORCESTER, MASS.

C. S. TURNER,
ELIJAH B. STODDARD,
HORACE H. BIGELOW,
Directors.
HORACE H. BIGELOW,
Treasurer.
J. F. BIGELOW,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, SS. Nov. 5, 1883. Then personally appeared the above named C. S. Turner, Elijah B. Stoddard, Horace H. Bigelow and J. F. Bigelow, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

JOSEPH A. TITUS,
Justice of the Peace.

REPORT

OF THE

HOUSATONIC RAILROAD COMPANY, OF CONNECTICUT,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Showing Revenue, Expenses of Operating, Mileage, Traffic, etc., on Roads Leased and Operated by Company in Massachusetts, the same being the Berkshire, Stockbridge & Pittsfield and West Stockbridge.]

ANALYSIS OF EARNINGS.	
From local passengers,	\$46,406 54
through passengers (to and from other roads),	41,032 38
express and extra baggage,	5,550 00
mails,	4,480 09
<i>Total earnings from passenger department,</i>	97,468 96
From local freight,	66,038 56
through freight (to and from other roads),	91,910 59
other sources, freight department,	16,166 39
<i>Total earnings from freight department,</i>	174,115 54
TOTAL TRANSPORTATION EARNINGS,	271,584 50
Income from all other sources, viz.: (wharfage),	547 73
TOTAL INCOME FROM ALL SOURCES,	\$272,132 23
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks,	\$7,439 28
Legal expenses,	850 06
Insurance,	819 83
Stationery and printing,	1,694 74
Outside agencies and advertising,	1,285 02
Contingencies and miscellaneous,	2,717 65
Repairs of bridges (including culverts and cattle-guards),	3,307 31
Repairs of buildings,	6,792 17
Repairs of fences, road-crossings and signs,	2,349 13
Renewal of rails,	22,705 53
[Number tons steel laid, 1,302½.]	
Renewal of ties,	7,957 08
[Number laid, 17,600.]	
Repairs of road-bed and track,	15,853 62
Repairs of locomotives,	14,642 49
Fuel for locomotives,	21,586 83
[Tons of coal, 4,709; cords of wood, 74.]	
Water supply,	878 34
Oil and waste,	2,141 24
Locomotive service,	12,887 78
Repairs of passenger-cars,	6,224 30
Passenger-train service,	4,297 00
Passenger-train supplies,	778 02
Mileage passenger-cars,	173 16
Repairs of freight-cars,	9,600 76
Freight-train service,	8,159 39
Freight-train supplies,	1,065 91
Mileage freight-cars,	318 48

Telegraph expenses,	\$55 46
Loss and damage, freight and baggage,	174 22
Loss and damage, property and cattle,	468 52
Personal injuries,	1,679 46
Agents and station service,	17,511 47
Station supplies,	2,385 53
TOTAL OPERATING EXPENSES,	\$178,799 78
Taxes,	5,399 94
TOTAL OPERATING EXPENSES AND TAXES,	\$184,199 72
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage,	83,970
Freight-train mileage,	106,173
TOTAL REVENUE-TRAIN MILEAGE,	190,143
Other train mileage,	10,902
TOTAL TRAIN MILEAGE,	201,045
Number of local passengers (including season),	90,462
Number of through passengers (to and from other roads),	41,472
TOTAL NUMBER OF PASSENGERS CARRIED,	131,934
Local passenger mileage (local passengers carried one mile),	1,705,461
Through passenger mileage (through passengers carried one mile),	1,548,589
TOTAL PASSENGER MILEAGE,	3,254,050
Number tons of local freight,	46,464
Number tons through freight (to and from other roads),	73,269
TOTAL NUMBER TONS FREIGHT CARRIED,	119,733
Local freight mileage (tons local freight carried one mile),	1,774,670
Through freight mileage (tons through freight carried one mile),	4,069,689
TOTAL FREIGHT MILEAGE,	5,844,359
Average number of cars in passenger-trains,	4
Average number of persons employed,	191
DESCRIPTION OF ROAD.	
Main line of road (Stockbridge & Pittsfield, 22 miles; Berkshire, 22 miles; West Stockbridge, 2.75 miles),	46.75 miles.
Main line of road in Massachusetts (Stockbridge & Pittsfield, 22 miles; Berkshire, 22 miles; West Stockbridge, 2.75 miles),	46.75 "
Total road belonging to this company (Stockbridge & Pittsfield, 22 miles; Berkshire, 22 miles; West Stockbridge, 2.75 miles),	46.75 "
Sidings and other tracks not above enumerated (Stockbridge & Pittsfield, 4.20 miles; Berkshire, 2.81 miles; West Stockbridge, 3.75 miles),	10.76 "
Same in Massachusetts (Stockbridge & Pittsfield, 4.20 miles; Berkshire, 2.81 miles; West Stockbridge, 3.75 miles),	10.76 "
TOTAL LENGTH OF TRACK, COMPUTED AS SINGLE TRACK (Stockbridge & Pittsfield, 26.20 miles; Berkshire, 24.81 miles; West Stockbridge, 6.5 miles),	57.51 "
Same in Massachusetts,	57.51 "
Total length of steel rails in tracks, not including steel-top rails,	26.00 "
[Weights per yard, 60 pounds.]	
Number of telegraph-offices (Stockbridge & Pittsfield, 6; Berkshire, 5; West Stockbridge, 2),	13
Number of stations on all roads owned by this company (Stockbridge & Pittsfield, 9; Berkshire, 5; West Stockbridge, 2),	16

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL (IN MASSACHUSETTS).		FROM THEIR OWN MISCONDUCT OR CARELESSNESS (IN MASSACHUSETTS).		TOTAL IN MASSACHUSETTS.		TOTAL ON WHOLE ROAD OPERATED.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers, .	-	-	-	1	-	1	-	-
Employees, .	-	-	-	-	-	-	1	-
Others, .	-	-	1	-	1	-	3	2

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 2, 1882. — Terrance Cavanaugh, while attempting to board train at Van Deusenville, had toes on one foot badly crushed.

December 28. — Martin Mullen, lying on track between Sheffield and Great Barrington, run over and killed by second passenger train south. Said to have been under the influence of liquor.

GENERAL INFORMATION.

Number of trestle bridges of 25 feet length and upwards (Stockbridge & Pittsfield, 11; Berkshire, 4; West Stockbridge, 6),	21
Number of spans of iron bridges of 25 feet and upwards (Stockbridge & Pittsfield, 5; Berkshire, 7; West Stockbridge, 6),	18
Number of crossings of highways at grade (Stockbridge & Pittsfield, 25; Berkshire, 27; West Stockbridge, 4),	56
Number of crossings of highways over railroad,	3
Number of crossings of highways under railroad,	4
Number of highway bridges less than 18 feet above track,	2
Number of crossings at which gates or flagmen are maintained,	1
Number of crossings at which there are neither signals nor flagmen (Stockbridge & Pittsfield, 24; Berkshire, 27; West Stockbridge, 4),	56

RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company,	2.72 cents.
Average rate of fare per mile received from passengers to and from other roads,	2.64 "
Average rate of fare per mile received from all passengers,	2.68 "
Average rate of local freight per ton per mile, . . . . .	.13 "
Average rate of freight per ton per mile received from freight to and from other roads,	2.25 "
Average rate of freight per ton per mile received from all freight,	2.70 "

NAME AND RESIDENCE OF OFFICERS.

W. H. Barnum, *President*, Lime Rock, Conn. David S. Draper, *Vice-President*, Bridgeport, Conn. Fred. W. Hull, *Auditor*, Bridgeport, Conn. W. H. Yeomans, *Superintendent*, Bridgeport, Conn. H. C. Cogswell, *General Freight Agent*, Bridgeport, Conn. H. D. Averill, *General Passenger Agent*, Bridgeport, Conn. Chas. K. Averill, *Treasurer*, Bridgeport, Conn. H. W. Watson, *Clerk of Corporation*, Bridgeport, Conn.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

W. H. Barnum, Lime Rock, Conn. W. H. Downes, Birmingham, Conn.
 Chas. K. Averill, Bridgeport, Conn. Edward Leavitt, New York. Horace
 Nichols, Bridgeport, Conn. Wm. D. Bishop, Bridgeport, Conn. David S.
 Draper, Bridgeport, Conn. John B. Peck, New York. A. B. Mygatt, New
 Milford, Conn.

PROPER ADDRESS OF THE COMPANY.

HOUSATONIC RAILROAD COMPANY,
 BRIDGEPORT, CONN.

DAVID S. DRAPER,
 H. NICHOLS,
 A. B. MYGATT,

Directors of Housatonic R. R. Co. (Lessees).

C. K. AVERILL,
Treasurer.

W. H. YEOMANS,
Superintendent.

STATE OF CONNECTICUT.

BRIDGEPORT, SS. Nov. 8, 1883. Then personally appeared C. K. Averill,
 Treasurer, and made oath to the truth of the foregoing statement by him
 subscribed, according to his best knowledge and belief.

BERNARD KEATING,

Notary Public, State of Connecticut.

STATE OF CONNECTICUT.

COUNTY OF FAIRFIELD. BRIDGEPORT, Nov. 8, 1883. Then personally
 appeared David S. Draper, H. Nichols, A. B. Mygatt and W. H. Yeomans,
 Superintendent, and severally made oath to the truth of the foregoing state-
 ment by them subscribed, according to their best knowledge and belief.

CHARLES K. AVERILL,

Notary Public.

STREET RAILWAY RETURNS.

REPORT

OF THE

ALBANY STREET FREIGHT RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[Used only for the transportation of freight.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$75,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock paid (par value of shares, \$100),	\$50,000 00
Number of stockholders,	4
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$49,066 29
Cash assets,	776 35
TOTAL PROPERTY AND ASSETS OF COMPANY,	49,842 64
REVENUE FOR THE YEAR.	
Received from transportation of freight,	\$2,058 00
TOTAL INCOME FROM ALL SOURCES,	2,058 00
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$237 08
Wages and salaries of president, treasurer, superintendent, and their clerks,	150 00
Taxes, state and local,	172 80
Office expenses, and all other expenses not included above,	1,411 80
TOTAL EXPENSE OF OPERATING,	\$1,971 68
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$86 32
Balance for the year, or surplus,	86 32
Deficit at commencement of year,	243 68
TOTAL DEFICIT, SEPT. 30, 1883,	157 36
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$49,066 29
Cash and cash assets,	776 35
Deficit,	156 36
TOTAL ASSETS,	\$50,000 00
LIABILITIES.	
Capital stock,	\$50,000 00
TOTAL LIABILITIES,	50,000 00

Copy of Profit & Loss Account for the Year Ending Sept. 30, 1883.	
DR.	
To balance Sept. 30, 1882,	\$243 68
expenses,	1,971 68
	<hr/> \$2,215 36
CR.	
By total income,	\$2,058 00
balance carried forward Sept. 30, 1883,	157 36
	<hr/> \$2,215 36
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings, . . . . .	.856 mile.
Aggregate length of switches, sidings, etc., . . . . .	.076 "
Total length of track measured as single track, . . . . .	.932 "
Total length of track paved, . . . . .	.932 "
Weight of rail per yard, and description of rail: 90 pounds wrought, and 280 feet flat and grooved on curves.	
Description of the several lines or routes operated by the company:	
On Albany Street, from Brookline to Lehigh Street.	
On Lehigh Street, to yard of Boston & Albany Railroad.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . . . .	.856 "

PROPER ADDRESS OF THE COMPANY.

ALBANY STREET FREIGHT RAILWAY COMPANY,

439 ALBANY STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Greely S. Curtis, *President*, Boston, Mass. George F. Child, *Treasurer and Clerk of Corporation*.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Greely S. Curtis, Boston, Mass. Robert H. Stevenson, Boston, Mass.
Charles L. Peirson, Boston, Mass. Franklin D. Child, Auburndale, Mass.
George F. Child, Boston, Mass.

G. S. CURTIS,
FRANKLIN D. CHILD,
Directors.
GEO. F. CHILD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK SS. Nov. 17, 1883. Then personally appeared Greely S. Curtis, Franklin D. Child, and George F. Child, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES L. PEIRSON,
Justice of the Peace.

REPORT

OF THE

ARLINGTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Cambridge Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$50,000 00
Capital stock authorized by votes of company,	15,000 00
Capital stock paid (par value of shares, \$50),	\$13,600 00
Number of stockholders,	23
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$13,600 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	13,600 00
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent:	\$816 00
Cambridge Railroad Company,	\$816 00
TOTAL INCOME FROM ALL SOURCES,	\$816 00
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES.	\$816 00
Dividends declared, 6 per cent. for the year,	816 00
Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Construction,	\$13,600 00
TOTAL ASSETS,	\$13,600 00
LIABILITIES.	
Capital stock,	\$13,600 00
TOTAL LIABILITIES,	\$13,600 00
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To dividends,	\$816 00
Cr.	
By total income,	\$816 00

 DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	1.576 mles.
Total length of track, measured as single track,	1.576 “
Weight of rail per yard, and description of rail, 33 lbs.	

PROPER ADDRESS OF THE COMPANY.

ARLINGTON RAILROAD COMPANY.

 CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

John Schouler, *President*, Arlington, Mass. Frederick T. Stevens, *Treasurer*, Cambridge, Mass. Estes Howe, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Schouler, Arlington, Mass. George N. Elliot, Malden, Mass. James W. Emery, Portsmouth, N. H.

JOHN SCHOULER,

GEO. N. ELLIOT,

Directors.

FRED'K T. STEVENS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 5, 1883. Then personally appeared John Schouler and George N. Elliot, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRED'K T. STEVENS,

Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Nov. 6, 1883. Then personally appeared Frederick T. Stevens, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ESTES HOWE,

Justice of the Peace.

REPORT

OF THE

BROCKTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$75,000 00	
Capital stock authorized by votes of company,	75,000 00	
Capital stock paid (par value of shares, \$100),		\$75,000 00
Number of stockholders,	50	
DEBT.		
Funded debt, as follows:		\$15,000 00
Bonds due Aug. 1, 1891, rate of interest 5 per cent.,	\$15,000 00	
Unfunded debt, as follows:		846 13
Bills due,	721 13	
Interest due,	125 00	
TOTAL GROSS DEBT,		\$15,846 13
Amount of cash assets, viz.:		2,848 81
Cash,	\$2,008 68	
Supplies,	840 13	
NET DEBT,		\$12,997 32
PERMANENT INVESTMENTS		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$81,176 95
EQUIPMENT.		
Horses,		\$7,277 00
Cars,		11,404 00
Other articles of equipment,		3,781 80
TOTAL COST OF EQUIPMENT,		22,462 80
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$1,000 00
Buildings owned by company needed in operating road,		2,154 02
TOTAL COST OF LAND AND BUILDINGS,		3,154 02
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		106,793 77
Cash assets,		2,848 81
TOTAL PROPERTY AND ASSETS OF COMPANY,		109,642 58
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 3),		\$685 00
New cars (number, 2),		2,050 00
Other equipment,		630 26
Land and buildings,		1,721 77
TOTAL ADDITION TO PROPERTY,		5,087 03

Property sold or reduced in valuation on the books, viz. :	\$234 40
Rebate on cars,	\$234 40
NET ADDITION TO PROPERTY FOR THE YEAR,	4,852 63

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$37,481 83
Received from sales of manure,	325 00
TOTAL EARNINGS,	37,806 83
Income from other sources,	843 53
Use of coaches,	\$19 75
Fire department,	789 50
Boarding horses,	34 28

TOTAL INCOME FROM ALL SOURCES,	38,650 36
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EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of cars and other vehicles, harness, and horse-shoeing,	\$1,612 31
Renewal of horses,	215 00
Wages and salaries of president, treasurer, superintendent, and their clerks,	1,275 00
Wages and salaries of all other persons employed in operating the road,	10,943 57
Provender,	7,483 39
Taxes, state and local,	1,146 00
Insurance,	220 18
Office expenses, and all other expenses not included above,	2,579 08

TOTAL EXPENSES OF OPERATING,	\$25,474 53
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NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$13,175 83
Dividends declared, 9 per cent. for the year,	6,750 00
Balance for the year, or surplus,	6,425 83
Surplus at commencement of year,	12,370 62
TOTAL SURPLUS Sept. 30, 1883,	18,796 45

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.

Box-cars,	8
Open cars,	6
Horses,	56
Harnesses (pairs of),	10
Sleighs,	3

Other articles of equipment :

1 snow plow, 1 leveller, 1 Concord wagon, 2 passenger coaches, 1 cart and harness, coach harness, steamer and hose carriage harness, blankets, halters, tools, extra poles, collars, etc., etc.

Largest number of horses owned at any time during the year,	57
Smallest number of horses owned at any time during the year,	52
Average number of horses owned during the year,	55

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$81,176 95
Equipment,	22,462 80
Land and buildings,	3,151 02
Cash and cash assets,	2,848 81
TOTAL ASSETS,	\$109,642 58

LIABILITIES.		
Capital stock,		\$75,000 00
Funded debt,		15,000 00
Unfunded debt,		846 13
Surplus,		18,796 45
TOTAL LIABILITIES,		\$109,642 58
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.		
Dr.		
To expenses,		\$25,474 53
dividends,		6,750 00
balance carried forward Sept. 30, 1883,		18,796 45
		\$51,020 98
Cr.		
By balance Sept. 30, 1882,		\$12,370 62
total income,		38,650 36
		\$51,020 98
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as single track, exclusive of sidings,	3.75 miles.	
Aggregate length of switches, sidings, etc., . . . . .	.10 mile.	
Total length of track, measured as single track,	3.85 miles.	
Total length of track paved,	3.85 "	
Weight of rail per yard, and description of rail (32 to 42 pounds flat rolled iron street rail).		
Description of the several lines or routes operated by this company:		
Commences on Main Street, in that part of Brockton known as Campello, at the junction of Clifton Avenue, running thence northerly through Main Street 3.75 miles.		
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.75 "	
MILES RUN, ETC.		
Total number of miles run during the year,	126,187	
Total number of passengers carried in the cars,	738,896	
Total number of round trips for the year,	16,825	
Number of persons regularly employed by company,	21	
Rates of fare: 5 and 6 cents.		

PROPER ADDRESS OF THE COMPANY,
BROCKTON STREET RAILWAY COMPANY.
BROCKTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William W. Cross, *President*, Brockton, Mass. Horace B. Rogers, *Superintendent*, Brockton, Mass. Ziba C. Keith, *Treasurer and Clerk of Corporation*, Campello, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. W. Cross, Brockton, Mass. Z. C. Keith, Campello, Mass. G. J. Kingman, Campello, Mass. Preston B. Keith, Campello, Mass. Geo. E. Keith, Campello, Mass.

ZIBA C. KEITH,
GARDNER J. KINGMAN,
GEO. E. KEITH,
PRESTON B. KEITH.

Directors.

ZIBA C. KEITH,

Treasurer.

HORACE B. ROGERS,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH ss. Nov. 6, 1883. Then personally appeared Ziba C. Keith, Gardner J. Kingman, Geo. E. Keith, Preston B. Keith, and Horace B. Rogers, and severally made oath to the truth of the foregoing statement by them subscribed according to their best knowledge and belief.

S. FRANKLIN PACKARD,

Justice of the Peace.

REPORT

OF THE

BOSTON & CHELSEA RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Lynn & Boston Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$300,000 00
Capital stock authorized by votes of company, . . .	121,000 00
Capital stock paid (par value of shares, \$50), . . .	\$121,000 00
Number of stockholders,	83
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$121,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,	121,000 00
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent:	
Lynn & Boston Railroad Company,	\$7,260 00
TOTAL INCOME FROM ALL SOURCES,	7,260 00
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$7,260 00
Dividends declared 6 per cent. for the year,	7,260 00
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$121,000 00
TOTAL ASSETS,	\$121,000 00
LIABILITIES.	
Capital stock,	\$121,000 00
TOTAL LIABILITIES,	\$121,000 00
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To dividends,	\$7,260 00
CR.	
By total income,	\$7,260 00

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.116 miles.
Aggregate length of switches, sidings, etc., . . . . .	.038 mile.
Total length of track, measured as single track,	4.154 miles.

PROPER ADDRESS OF THE COMPANY.

BOSTON & CHELSEA RAILROAD COMPANY.

27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William W. Wheildon, *President*, Concord, Mass. C. W. Studley, *Treasurer and Secretary*, Beverly, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William W. Wheildon, Concord, Mass. James W. Emery, Portsmouth, N. H. Estes Howe, Cambridge, Mass. Reuben E. Demmon, Boston, Mass. T. Quincy Browne, Boston, Mass. Charles E. Powers, Boston, Mass. Benjamin H. Dewing, Revere, Mass.

WM. W. WHEILDON,
CHARLES E. POWERS,
Directors.
C. W. STUDLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 9, 1883. Then personally appeared Charles E. Powers and C. W. Studley, and severally made oath that the foregoing statement by them subscribed, is in accordance with the books and general balance sheet of the company to their best knowledge and belief.

JOSEPH M. PATTEN,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. NOV. 10, 1883. Then personally appeared William W. Wheildon, and made oath that the foregoing statement by him subscribed, is in accordance with the books and general balance sheet of the company to his best knowledge and belief.

MARCELLUS COGGAN,
Justice of the Peace.

REPORT
OF THE
CAMBRIDGE STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$1,600,000 00	
Capital stock authorized by votes of company, . . .	1,600,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$1,600,000 00
Number of stockholders,	781	
DEBT.		
Funded debt, as follows:		\$600,000 00
Mortgage bonds due April 1, 1903, rate of interest 5 per cent.,	\$600,000 00	
Unfunded debt, as follows:		90,346 50
Unpaid dividend, due Oct. 1, 1883,	\$48,000 00	
Unpaid rental,	4,898 89	
Unpaid taxes,	22,404 92	
Sundries,	15,042 69	
TOTAL GROSS DEBT,		690,346 50
Amount of cash assets, viz.:		97,466 39
Cash,	\$57,733 74	
Debit balances,	39,732 65	
NET DEBT,		\$592,880 11
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$1,100,000 00
EQUIPMENT.		
Horses,		\$203,980 00
Cars,		215,100 00
Other articles of equipment,		83,271 71
TOTAL COST OF EQUIPMENT,		502,351 71
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$300,400 00
Buildings owned by company needed in operating road,		300,000 00
TOTAL COST OF LAND AND BUILDINGS,		600,400 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		2,202,751 71
Cash assets,		97,466 39
TOTAL PROPERTY AND ASSETS OF COMPANY,		2,300,218 10
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 1,457),		\$203,980 00
New cars (number, 239),		215,100 00

Other equipment,	\$83,271 71
Land and buildings,	600,400 00
TOTAL ADDITION TO PROPERTY,	1,102,751 71
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$615,396 81
Received from sales of manure,	9,495 84
TOTAL EARNINGS,	624,892 65
Income from other sources :	567 46
Rents, \$567 46	
TOTAL INCOME FROM ALL SOURCES,	\$625,460 11
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$9,550 72
Repairs of cars and other vehicles, harness and horse-shoeing,	30,599 74
Repairs of buildings,	987 84
Renewal of horses,	26,304 00
Wages and salaries of president, treasurer, superintendent and their clerks,	13,210 00
Wages and salaries of all other persons employed in operating the road,	251,478 64
Provender,	129,672 39
Taxes, state and local,	22,465 40
Rent and tolls paid other companies for use of their roads :	11,632 86
Metropolitan Railroad Company, \$2,379 22	
Middlesex Railroad Company, 757 64	
Somerville Railroad Company, 7,680 00	
Arlington Railroad Company, 816 00	
Insurance,	1,605 46
Damages for injuries to persons and property,	2,848 50
Office expenses, and all other expenses not included above,	35,260 38
TOTAL EXPENSES OF OPERATING,	\$535,615 93
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$89,844 18
Interest accrued during the year,	31,972 58
Dividends declared 3 per cent. for the year,	48,000 00
Balance for the year, or surplus,	9,871 60
TOTAL SURPLUS Sept. 30, 1883,	9,871 60
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	161
Open cars,	78
Horses,	1,457
Harnesses (pairs of),	550
Sleighs,	4
Largest number of horses owned at any time during the year,	1,509
Smallest number of horses owned at any time during the year,	1,457
Average number of horses owned during the year,	1,478
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$1,100,000 00
Equipment,	502,351 71
Land and buildings,	600,400 00
Cash and cash assets,	97,466 39
TOTAL ASSETS,	\$2,300,218 10

LIABILITIES.	
Capital stock,	\$1,600,000 00
Funded debt,	600,000 00
Unfunded debt,	90,346 50
Surplus,	9,871 60
TOTAL LIABILITIES,	\$2,300,218 10
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To expenses,	\$535,615 93
interest,	31,972 58
dividends,	48,000 00
balance carried forward Sept. 30, 1883,	9,871 60
	\$625,460 11
Cr.	
By total income,	\$625,460 11
	\$625,460 11
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	42.734 miles.
Aggregate length of switches, sidings, etc., . . . . .	.880 mile.
Total length of track, measured as single track,	43.614 miles.
Total length of track paved (all main track is paved).	
Weight of rail per yard, and description of rail (33 to 48 lbs.).	
Description of the several lines or routes operated by the company:	
Harvard Square, Park Square, Mount Auburn, North Avenue, Prospect Street, Central Square, Watertown, Arlington, River Street, Broadway, Inman Street, Eighth Street, Pearl Street, Broadway & Park Square, Spring Street, Somerville, Baldwin Street, Cambridge Street, Brighton via Allston, Brighton via Western Avenue, Brighton via Harvard Square, Baldwin Street & Park Square, Oak Square, Brighton.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with description of same:	8.314 "
Arlington Railway Company, 1.576 miles.	
Somerville Railway Company, 4.649 "	
Middlesex Railway Company,397 "	
Metropolitan Railway Company, 1.692 "	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	51.049 "
MILES RUN, ETC.	
Total number of miles run during the year,	2,360,776
Total number of passengers carried in the cars,	12,141,249
Total number of round trips for the year,	293,150
Number of persons regularly employed by company,	488
Rates of fare (cash: 3, 5, 6, 10 cents; ticket: 5, 8½ cents.)	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	-	1	-	1	-

STATEMENT OF EACH ACCIDENT.

Only one serious accident has happened during the year, viz.: —

August 24, 1883. — A boy named John Dyer, aged eight years, was run over and killed. The verdict of the court exonerated the company from all blame.

PROPER ADDRESS OF THE COMPANY.

CAMBRIDGE RAILROAD COMPANY,

CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

James C. Fisk, *President*, Cambridge, Mass. A. L. Richards, *General Manager*, Watertown, Mass. Richard Hapgood, *Superintendent*, Cambridge, Mass. Frederick T. Stevens, *Treasurer and Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James C. Fisk, Cambridge, Mass. Joseph H. Tyler, Winchester, Mass. Edwin Dresser, Cambridge, Mass. Prentiss Cummings, Boston, Mass. Israel M. Spelman, Cambridge, Mass. Abraham L. Richards, Watertown, Mass. Samuel B. Rindge (since deceased), Cambridge, Mass.

JAMES C. FISK,
JOSEPH H. TYLER,
EDWIN DRESSER,
PRENTISS CUMMINGS,
I. M. SPELMAN,
A. L. RICHARDS,

Directors.

FRED'K T. STEVENS,
Treasurer.

RICHARD HAPGOOD,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS. .

MIDDLESEX, ss. Nov. 5, 1883. Then personally appeared James C. Fisk, Joseph H. Tyler, Edwin Dresser, Prentiss Cummings, I. M. Spelman, A. L. Richards, Fred'k T. Stevens, Richard Hapgood, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAMUEL F. RUGG,
Justice of the Peace.

REPORT

OF THE

CHARLES RIVER STREET RAILWAY COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$250,000 00	
Capital stock authorized by votes of company,	250,000 00	
Capital stock paid (par value of shares, \$100),		\$250,000 00
Number of stockholders,	157	
DEBT.		
Unfunded debt, as follows:		\$75,956 89
Notes payable,	\$55,000 00	
Bills payable,	19,321 70	
Outstanding tickets,	1,635 19	
TOTAL GROSS DEBT,		75,956 89
Amount of cash assets, viz.:		11,688 44
Cash,	3,559 32	
Supplies,	6,307 95	
Debit balances,	1,821 17	
NET DEBT,		\$64,268 45
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$153,345 56
EQUIPMENT.		
Horses,		\$40,194 60
Cars,		34,799 17
Other articles of equipment,		11,332 07
TOTAL COST OF EQUIPMENT,		86,325 84
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$12,390 00
Buildings owned by company needed in operating road,		30,754 29
TOTAL COST OF LAND AND BUILDINGS,		43,144 29
OTHER PROPERTY.		
House (Beacon Street),		\$1,351 60
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		284,167 29
Cash assets,		11,688 44
TOTAL PROPERTY AND ASSETS OF COMPANY,		295,855 73
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 14,003.45),		\$37,346 53
New horses (number, 170),		29,765 60
New cars (number, 14 open, 10 box),		21,472 84

Other equipment,	\$8,920 09
Land and buildings,	24,080 13
TOTAL ADDITION TO PROPERTY,	121,585 19
Property sold or reduced in valuation on the books, viz.:	1,000 00
Horses charged to expense, \$1,000 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	\$120,585 19
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$61,507 29
Received from sales of manure,	711 49
TOTAL EARNINGS,	62,218 78
Income from other sources,	588 50
Rent of house and tenements, \$588 50	
TOTAL INCOME FROM ALL SOURCES,	\$62,807 28
EXPENSES FOR OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of cars and other vehicles, harness, and horse-shoeing,	\$3,523 58
Repairs of buildings,	193 53
Renewal of horses,	1,000 00
Wages and salaries of president, treasurer, superintendent and their clerks,	3,088 47
Wages and salaries of all other persons employed in operating the road,	36,320 83
Provender,	17,388 96
Taxes, state and local,	1,935 33
Rent and tolls paid other companies for use of their roads,	3,036 38
Cambridge Railroad Company,* \$2,549 69	
Metropolitan Railroad Company, 486 69	
Insurance,	789 51
Damages for injuries to persons and property,	39 10
Office expenses, and all other expenses not included above,	6,042 04
TOTAL EXPENSES OF OPERATING,	\$73,857 73
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT,	\$10,550 45
Interest accrued during the year,	1,188 31
TOTAL DEFICIT FOR THE YEAR,	11,688 76
Deficit at commencement of year,	18,412 40
TOTAL DEFICIT, Sept. 30, 1883,	30,101 16
INVENTORY OF EQUIPMENT SEPT. 30, 1883.	
Box-cars,	20
Open cars,	14
Horses,	240
Harnesses (pairs of),	40
Other articles of equipment: 4 snow-ploughs, 4 sleds, 1 leveller, 1 double wagon, 1 single cart, 2 horse-power, 2 blacksmith shops, 1 harness shop, 1 repair shop, 1 paint shop, 2 driving wagons, 3 single harnesses, 246 collars.	
Largest number of horses owned at any time during the year,	243
Smallest number of horses owned at any time during the year,	69
Average number of horses owned during the year,	178

* No price has been fixed for tolls and the price is estimated at 2 cents per car per mile. The Cambridge Railroad Company have rendered no bill

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$153,345 56
Equipment,	86,325 84
Land and buildings,	43,144 29
Other property,	1,351 60
Cash and cash assets,	11,688 44
Profit & loss,	30,101 16

TOTAL ASSETS,	\$325,956 89
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LIABILITIES.

Capital stock,	\$250,000 00
Unfunded debt,	75,956 89

TOTAL LIABILITIES,	\$325,956 89
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Copy of Profit & Loss Account for the Year ending
Sept. 30, 1883.

Dr.

To balance Sept. 30, 1882,	\$18,412 40
Expenses,	73,357 73
Interest,	1,138 31

\$92,908 44

Cr.

By total income,	\$62,807 28
Balance carried forward Sept. 30, 1883,	30,101 16

\$92,908 44

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	8.260 miles.
Aggregate length of switches, sidings, etc., . . . . .	.915 mile.
Total length of track, measured as single track,	9.175 miles.

Total length of track paved (all paved).

Weight of rail per yard, and description of rail (all steel, 50 pounds, street rail).

Description of the several lines or routes operated by the company:

Beacon Street line: Porter's Station via Beacon, Hampshire and Main Streets to Bowdoin Square, Boston.

Harvard Square line: via Kirkland, Beacon, Hampshire and Main Streets to Park Square, Boston.

Union Square line: via Sumner, Webster Avenue, Springfield, Hampshire and Main Streets to Bowdoin and Park Squares.

Cottage Farm line: via Brookline, Columbia, Hampshire and Main Streets to Bowdoin Square, Boston.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with description of same:

4.7546 miles.

Cambridge Railroad Company, Broadway, Maine and Cambridge Streets,

3.2546 "

Metropolitan Railroad Company, Green and Charles Streets, Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	1.500 miles. 13.0146 "
MILES RUN, ETC.	
Total number of miles run during the year,	313,787
Total number of passengers carried in the cars,	1,248,053
Total number of round trips for the year,	45,678
Number of persons regularly employed by company, . . .	110
Rates of fare: cash, 3 and 5 cents; tickets, 5 cents.	

PROPER ADDRESS OF THE COMPANY.
CHARLES RIVER STREET RAILWAY COMPANY,
CAMBRIDGE, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Raymond, *President*, 357 Harvard Street, Cambridge. John N. Akarman, *Superintendent*, Forest Street, Somerville. Dan'l U. Chamberlin, *Treasurer*, 659 Main Street, Cambridge. Cushman E. Harden, *Clerk of Corporation*, 201 West Newton Street, Boston.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Raymond, 357 Harvard Street, Cambridge, Mass. Edmund Reardon, Henry Street, Cambridge, Mass. Emmons Raymond, 398 Broadway, Cambridge, Mass. Dan'l U. Chamberlin, 659 Main Street, Cambridge, Mass. Sam'l L. Montague, 26 Fayette Street, Cambridge, Mass. Fred'k S. Davis, 16 Hereford Street, Boston, Mass. George B. Wilbur, Newton, Mass. Henry F. Woods, Somerville, Mass. J. M. Hilton, 47 Oxford Street, Cambridge.

CHARLES E. RAYMOND,
DAN'L U. CHAMBERLIN,
EDMUND REARDON,
HENRY F. WOODS,
FREDERICK S. DAVIS,
EMMONS RAYMOND,
Directors.
DAN'L U. CHAMBERLIN,
Treasurer.
J. N. AKARMAN,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 6, 1883. Then personally appeared Charles E. Raymond, Edmund Reardon, John N. Akarman, Henry F. Woods, Frederick S. Davis, Emmons Raymond, Dan'l U. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

FRANCIS CAMPBELL,
Justice of the Peace.

REPORT

OF THE

GLOBE STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$200,000 00
Capital stock authorized by votes of company,	200,000 00
Capital stock paid (par value of shares, \$100),	\$200,000 00
Number of stockholders,	50
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$100,174 34
EQUIPMENT.	
Horses,	\$14,800 00
Cars,	23,867 03
Other articles of equipment,	3,676 45
TOTAL COST OF EQUIPMENT,	42,343 48
LAND AND BUILDINGS.	
Land and buildings owned by company needed in operating road,	\$35,136 90
TOTAL COST OF LAND AND BUILDINGS,	35,136 90
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	177,654 72
Cash assets,	28,702 07
TOTAL PROPERTY AND ASSETS OF COMPANY,	206,356 79
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (sundry improvements, inc. paving),	\$3,409 21
New cars (1 box, 2 open cars),	2,244 50
Other equipment,	189 25
Land and buildings,	807 31
TOTAL ADDITION TO PROPERTY,	6,650 27
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$89,551 30
Received from sales of manure,	861 25
TOTAL EARNINGS,	90,412 55
Income from other sources,	354 05
Advertisement in cars,	\$244 75
Teaming,	5 30
Rebate — non-delivery of cars,	104 00
TOTAL INCOME FROM ALL SOURCES,	90,766 60

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$2,622 55
Repairs of cars and other vehicles, harness, and horse-shoeing,	5,058 19
Repairs of buildings,	853 69
Renewal of horses,	1,180 60
Wages and salaries of president, treasurer, superintendent, and their clerks,	3,480 00
Wages and salaries of all other persons employed in operating the road,	28,436 62
Provender,	16,923 52
Taxes, state and local,	1,804 44
Insurance,	618 28
Damages for injuries to persons and property,	943 65
Office expenses, and all other expenses not included above,	4,309 90
TOTAL EXPENSES OF OPERATING,	66,231 44
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$24,535 16
Interest accrued during the year,	3,425 22
Dividends declared, 10 per cent. for the year,	20,000 00
Balance for the year, or surplus,	1,109 94
Surplus at commencement of year,	\$5,029 89
Deduct: Altering grade of tracks per order of city,	\$1,161 71
Deficiency in former treasurer's account,	67 50
	<u>1,229 21</u>
Surplus at commencement of year as changed by aforesaid entries,	3,800 68
TOTAL SURPLUS SEPT. 30, 1883.	4,910 62
INVENTORY OF EQUIPMENT SEPTEMBER, 30, 1883.	
Box-cars,	16
Open cars,	16
Horses,	148
Harnesses (pairs of),	48
Sleighs,	9
Other articles of equipment:	
1 snow plow, 2 levellers, track cleaners, 2 double and one single cart, 1 reach 1 horse power, 2 fodder cutters, grain mill, blacksmith-shop equipment, etc.	
Largest number of horses owned at any time during the year,	152
Smallest number of horses owned at any time during the year,	140
Average number of horses owned during the year,	147
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$100,174 34
Equipment,	42,343 48
Land and buildings,	35,136 90
Cash and cash assets,	28,702 07
TOTAL ASSETS,	<u>\$206,356 79</u>
LIABILITIES.	
Capital stock,	\$200,000 00
Unfunded debt,	1,446 17
Surplus,	4,910 62
TOTAL LIABILITIES,	<u>\$206,356 79</u>

Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
DR.	
To Expenses,	\$66,231 44
Interest,	3,425 22
Dividends,	20,000 00
Sundries,	1,229 21
Balance carried forward Sept. 30, 1883,	4,910 62
	<hr/> \$95,796 49 <hr/>
Cr.	
By Balance Sept. 30, 1882,	\$5,029 89
Total income,	90,766 60
	<hr/> \$95,796 49 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	7.457 miles.
Aggregate length of switches, sidings, etc.	1.560 "
Total length of track, measured as single track,	9.017 "
Total length of track paved (4,810 feet).	
Weight of rail per yard, and description of rail (40 lbs., iron).	
Description of the several lines or routes operated by the company:	
<i>Pleasant and North Main Streets.</i> —From Mason Street to Forest Hill Gardens, through Pleasant and North Main streets, with spur track in O. C. Avenue.	
<i>City Hall and Grove Village.</i> —From City Hall to Slade School-house, through South Main, East Main, East Globe, and South Main streets, with spur track in Broadway, to car-house.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	7.457 "
MILES RUN, ETC.	
Total number of miles run during the year,	284,413
Total number of passengers carried in the cars,	1,725,177
Total number of round trips for the year,	58,802
Number of persous regularly employed by company,	68
Rates of fare: cash, 6, 3, 8, and 4 cents; tickets, 7½, 5, and 2½ cents; and 6¼ cent. special excursion ticket with Forest Hill Garden Company <i>only</i> .	

PROPER ADDRESS OF THE COMPANY.

GLOBE STREET RAILWAY COMPANY,

FALL RIVER, MASS.

NAME AND RESIDENCE OF OFFICERS.

William H. Jennings, *President* Fall River, Mass. John H. Bowker, Jr., *Superintendent*, Fall River, Mass. Frank W. Brightman, *Treasurer*, Fall River, Mass. Marcus G. B. Swift, *Clerk of Corporation*, Fall River, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William H. Jennings, Fall River, Mass. Frank S. Stevens, Swansea, Mass. John S. Brayton, Fall River, Mass. Andrew J. Borden, Fall River, Mass. Marcus G. B. Swift, Fall River, Mass. Jos. A. Beauvais, New Bedford, Mass. Thomas B. Wilcox, New Bedford, Mass.

WILLIAM H. JENNINGS,
F. S. STEVENS,
ANDREW J. BORDEN,
JOHN S. BRAYTON,
THOMAS B. WILCOX,
MARCUS G. B. SWIFT,

Directors.

FRANK W. BRIGHTMAN,

Treasurer.

JOHN H. BOWKER, JR.,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL SS. FALL RIVER, Oct. 29, 1883. Then personally appeared William H. Jennings, F. S. Stevens, Andrew J. Borden, John S. Brayton, Thomas B. Wilcox, Marcus G. B. Swift, Frank W. Brightman, and John H. Bowker, Jr., and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. E. HATHAWAY,

Justice of the Peace.

REPORT

OF THE

HAVERHILL & GROVELAND STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$30,000 00	
Capital stock authorized by votes of company,	24,000 00	
Capital stock paid (par value of shares, \$100),		\$24,000 00
Number of stockholders,	21	
DEBT.		
Unfunded debt, as follows:		\$1,500 00
Notes payable,	\$1,500 00	
Amount of cash assets, viz.:		1,166 35
Cash,	1,166 35	
NET DEBT,		333 65
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,		\$1,500 00
Track, including timber, rails, etc., and laying,		13,700 00
TOTAL COST OF CONSTRUCTION,		15,200 00
EQUIPMENT.		
Horses,		\$1,450 00
Cars,		4,564 42
Other articles of equipment,		2,050 00
TOTAL COST OF EQUIPMENT,		8,064 42
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$2,100 00
Buildings owned by company needed in operating road,		2,100 00
TOTAL COST OF LAND AND BUILDINGS,		4,200 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		27,464 42
Cash assets,		1,166 35
TOTAL PROPERTY AND ASSETS OF COMPANY,		28,630 77
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$11,788 71
TOTAL INCOME FROM ALL SOURCES,		11,788 71
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$909 58
Repairs of cars and other vehicles, harness and horse-shoeing,		729 51
Repairs of buildings,		77 11
Renewal of horses,		275 00

Wages and salaries of president, treasurer, superintendent, and their clerks,	\$700 00
Wages and salaries of all other persons employed in operating the road,	3,398 50
Provender,	1,899 78
Taxes, state and local,	322 71
Insurance,	93 75
Office expenses, and all other expenses not included above,	588 26
TOTAL EXPENSES OF OPERATING,	\$8,994 20
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$2,794 51
Dividends declared (8 per cent. for the year),	1,920 00
Balance for the year, or surplus,	874 51
Surplus at commencement of year,	2,256 26
TOTAL SURPLUS, Sept. 30, 1883,	3,130 77
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	4
Open cars,	2
Horses,	14
Harnesses (pairs of),	8
Omnibuses,	1
Sleighs,	2
Largest number of horses owned at any time during the year,	14
Smallest number of horses owned at any time during the year,	14
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$15,200 00
Equipment,	8,064 42
Land and buildings,	4,200 00
Cash and cash assets,	1,166 35
	\$28,630 77
LIABILITIES.	
Capital stock,	\$24,000 00
Unfunded debt,	1,500 00
Surplus,	3,130 77
	\$28,630 77
Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$8,994 20
Dividends,	1,920 00
Balance carried forward Sept. 30, 1883,	3,130 77
	\$14,044 97
Cr.	
By balance Sept. 30, 1882,	\$2,256 26
Total income,	11,788 71
	\$14,044 97

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.113+ miles.
Aggregate length of switches, sidings, etc., . . . . .	.167 mile.
Total length of track, measured as single track,	3.280 miles.
Total length of track paved, . . . . .	.776 mile.
Weight of rail per yard, and description of rail (30 pounds T and 35 pounds flat).	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.113 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	32,506
Total number of passengers carried in the cars,	182,282
Total number of round trips for the year,	7,912
Number of persons regularly employed by company,	6
Rates of fare: cash fares, 6 and 10 cents; tickets, 4, 5 and 8 cents.	

PROPER ADDRESS OF THE COMPANY.

HAVERHILL AND GROVELAND STREET RAILWAY COMPANY,
HAVERHILL, MASS.

NAME AND RESIDENCE OF OFFICERS.

James D. White, *President*, Haverhill, Mass. Geo. W. Duncan, *Superintendent and Treasurer*, Haverhill, Mass. Ira A. Abbott, *Clerk of Corporation*, Haverhill, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

James D. White, Jackson B. Swett, Levi Taylor, Eben Mitchell, George W. Duncan, — all of Haverhill, Mass.

JAMES D. WHITE,
EBEN MITCHELL,
GEO. W. DUNCAN,

Directors.

GEO. W. DUNCAN,

Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX SS. HAVERHILL, Oct. 26, 1883. Then personally appeared James D. White, Eben Mitchell, and George W. Duncan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

IRA A. ABBOTT,

Justice of the Peace.

REPORT

OF THE

HIGHLAND STREET RAILWAY COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$1,000,000 00	
Capital stock authorized by votes of Company,	750,000 00	
Capital stock paid (par value of shares, \$100),		\$744,000 00
Number of stockholders,	335	
DEBT.		
Funded debt, as follows:		\$431,000 00
Bonds due 1883, rate interest 7 per cent.,	\$6,000 00	
Bonds due 1887, rate interest 6 per cent.,	50,000 00	
Bonds due 1898, rate interest 6 per cent.,	100,000 00	
Bonds due 1902, rate interest 5 per cent.,	275,000 00	
Unfunded debt, as follows:		65,357 04
Notes payable,	60,000 00	
Dividends unpaid,	3,502 00	
Tickets outstanding,	1,855 04	
TOTAL GROSS DEBT,		496,357 04
Amount of cash assets, viz.:		71,803 75
Cash,	17,886 29	
Supplies (including rails, paving stones, etc., for new track, \$17,000),	49,028 92	
Debit balances,	4,888 54	
NET DEBT,		\$424,553 29
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including timber, rails, etc., and laying,	\$330,635 51	
Engineering, agencies, salaries and other ex- penses during construction,	34,229 35	
TOTAL COST OF CONSTRUCTION,		\$364,864 86
EQUIPMENT.		
Horses,		\$133,056 00
Cars,		172,543 77
Other articles of equipment,		74,473 11
TOTAL COST OF EQUIPMENT,		380,072 88
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$139,097 87
Buildings owned by company needed in operating road,		254,688 88
TOTAL COST OF LAND AND BUILDINGS,		393,786 75

OTHER PROPERTY.	
Land and buildings, Tremont Street,	\$33,000 00
Land and buildings, Grove Hall,	24,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	1,195,724 49
Cash assets,	71,803 75
TOTAL PROPERTY AND ASSETS OF COMPANY,	1,267,528 24

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

New horses, (number 54),	\$8,100 00
Other equipment,	4,011 36
Land and buildings,	39,949 04
TOTAL ADDITION TO PROPERTY,	52,060 40

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$482,809 10
Received from other railways as tolls or rent:	
Metropolitan Railroad,	1,637 70
Received from sales of manure,	3,197 04
TOTAL EARNINGS,	487,643 84
Income from other sources,	
Received from rents real estate,	2,073 75
TOTAL INCOME FROM ALL SOURCES,	489,717 59

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track,	9,082 92
Repairs of cars and other vehicles, harness and horse-shoeing,	36,735 27
Repairs of buildings,	1,783 53
Renewal of horses,	21,432 00
Wages and salaries of president, treasurer, superintendent and their clerks,	16,400 00
Wages and salaries of all other persons employed in operating the road,	185,641 63
Provender,	86,821 71
Taxes, state and local,	12,949 88
Rent and tolls paid other companies for use of their roads:	
Metropolitan Railroad,	\$16,557 31
Middlesex Railroad,	254 10
Insurance,	3,669 15
Damages for injuries to persons and property,	4,873 11
Office expenses, and all other expenses not included above,	16,084 35
TOTAL EXPENSES OF OPERATING,	412,284 96

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$77,432 63
Interest accrued during the year,	34,132 11
Dividends declared 8* per cent. for the year	48,000 00
Balance for the year, or deficit,	4,699 48
Surplus at commencement of year,	31,870 68
TOTAL SURPLUS Sept. 30, 1883,	27,171 20

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	94
Open cars,	73†
Horses,	855
Harnesses (pairs of),	213
Omnibuses,	5
Sleighs,	4

* On \$600,000.00 of capital stock.

† An error was made of one open car in the count as returned in 1882.

Other articles of equipment :

27 snow-sleds, 3 levellers, 9 plows, 5 wagons, 1 cart, 2 top buggies, 171 poles, 900 collars, 600 blankets, 1,000 halters. With full equipment for stables, car houses, repair shops, engines, lathes, power-press, drills, machinery, etc.

Largest number of horses owned at any time during the year,	886
Smallest number of horses owned at any time during the year,	800
Average number of horses owned during the year,	840

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$364,864 86
Equipment,	380,072 88
Land and buildings,	393,786 75
Other property,	57,000 00
Cash and cash assets,	71,803 75

TOTAL ASSETS,	\$1,267,528 24
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LIABILITIES.

Capital stock,	\$744,000 00
Funded debt,	481,000 00
Unfunded debt,	65,357 04
Surplus,	27,171 20

TOTAL LIABILITIES,	\$1,267,528 24
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Copy of Profit & Loss Account for the Year ending
Sept. 30, 1883.

Dr.

To Expenses,	\$412,284 96
Interest,	34,132 11
Dividends,	48,000 00
Balance carried forward, Sept. 30, 1883,	27,171 20

\$521,588 27

Cr.

By Balance Sept. 20, 1882,	\$31,870 68
Total income,	489,717 59

\$521,588 27

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	16.160 miles.
Aggregate length of switches, sidings, etc., . . . . .	.920 mile.
Total length of track, measured as single track,	17.080 miles.
Total length of track paved,	17.080 "
Weight of rail per yard, and description of rail (steel and iron, 48 pounds to yard.)	

Description of the several lines or routes operated by the company :

Grove Hall to Temple Place via Shawmut Avenue,	7.7 "
Woodbine Street to Cornhill via Warren Street,	6.9 "

Woodbine Street to Cornhill via Blue Hill Avenue, . .	7.8 miles.
Northampton Street to Cornhill via Columbus Avenue, . .	4.1 "
Columbia Street to Eastern Depot via Shawmut Avenue, . .	10.9 "
Dudley Street to Eastern Depot via Columbus Avenue, . .	6.9 "
Dudley Street to Cornhill via Columbus Avenue, . .	6.1 "
Northampton Street to Temple Place via Columbus Avenue, . .	3.45 "
Columbia Street to Eastern Depot via Hampden Street, . .	9.90 "
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars, with description of same:</i>	
Middlesex Railroad,	0.36 "
Metropolitan Railroad,	5.65 "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . .	22.17 "
MILES RUN, ETC.	
Total number of miles run during the year,	1,604,288
Total number of passengers carried in the cars,	9,839,590
Total number of round trips for the year,	235,486
Number of persons regularly employed by company,	346
Rates of fare: 6 cents; tickets, 5 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	3	-	-	-	3
Employees,	-	-	-	-	-	-
Others,	-	1	-	-	-	1

STATEMENT OF EACH ACCIDENT IN MASSACHUSETTS.

October 23, 1882. — A man getting off car was run over by a passing team.

November 9, 1882. — A man suffering from paralysis, in getting off car, fell and was injured.

May 3, 1883. — A boy jumped from car, while in motion, fell and was injured.

June 30, 1883. — A blind man crossing the street was thrown down by the horses of a car.

PROPER ADDRESS OF THE COMPANY.

HIGHLAND STREET RAILWAY COMPANY.

ROXBURY, MASS.

NAMES AND RESIDENCE OF OFFICERS.

Moody Merrill, *President*, Boston, Mass. Julius E. Rugg, *Superintendent*, Boston, Mass. Samuel Little, *Treasurer*, Boston, Mass. John L. Swift, *Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Donald Kennedy, Boston, Mass. Henry Pfaff, Boston, Mass. Solomon S. Rowe, Boston, Mass. Jacob Pfaff, Boston, Mass. Samuel Atherton, Boston, Mass. Charles J. Hayden, Boston, Mass. Moody Merrill, Boston, Mass. Samuel Little, Boston, Mass.

MOODY MERRILL,
HENRY PFAFF,
SAMUEL LITTLE,
SAM'L ATHERTON,
CHAS. J. HAYDEN,

Directors.

SAMUEL LITTLE,

Treasurer.

JULIUS E. RUGG,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, Nov. 3, 1883. Then personally appeared Moody Merrill, Henry Pfaff, Samuel Little, Samuel Atherton, Charles J. Hayden and Julius E. Rugg, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me.

PHINEAS B. SMITH, JR.,

Justice of the Peace.

REPORT

OF THE

LOWELL STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.

CAPITAL STOCK.

Capital stock authorized by charter, . . .	\$100,000 00	
Capital stock authorized by votes of company, . . .	100,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$93,100 00
Number of stockholders,	107	

PERMANENT INVESTMENTS.

RAILWAY.

Grading and paving,	\$17,416 99
Track, including timber, rails, etc., and laying,	51,230 99
Interest during construction, commissions, discounts, etc.,	69 97
Engineering, agencies, salaries, and other expenses during construction,	168 30
TOTAL COST OF CONSTRUCTION,	68,886 25

EQUIPMENT.

Horses,	\$10,500 00
Cars,	10,500 00
Other articles of equipment,	2,545 71
TOTAL COST OF EQUIPMENT,	23,545 71

LAND AND BUILDINGS.

Land owned by company needed in operating road,	\$10,000 00
Buildings owned by company needed in operating road,	7,372 82
TOTAL COST OF LAND AND BUILDINGS,	17,372 82
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	109,804 78
Cash assets,	10,999 77
TOTAL PROPERTY AND ASSETS OF COMPANY,	120,804 55

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$57,080 96
Received from sales of manure,	101 75
Income from other sources,	842 22
For rents, real estate,	\$595 36
For advertising,	246 86
TOTAL INCOME FROM ALL SOURCES,	\$58,024 93

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track,	\$5,216 31
Repairs of cars and other vehicles, harness and horse-shoeing,	6,053 61
Repairs of buildings,	164 75
Renewal of horses,	2,880 50

Wages and salaries of president, treasurer, superintendent, and their clerks,	\$3,053 56
Wages and salaries of all other persons employed in operating the road,	17,384 38
Provender,	9,311 22
Taxes, state and local,	890 96
Insurance,	612 84
Damages for injuries to persons and property,	1,254 67
Office expenses, and all other expenses not included above,	4,862 85
TOTAL EXPENSES OF OPERATING,	\$51,685 65
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$6,339 28
Interest accrued during the year,	66 58
Dividends declared (6 per cent. for the year),	5,538 00
Balance for the year, or surplus,	734 70
Surplus at commencement of year,	17,016 85
TOTAL SURPLUS SEPT. 30, 1883,	17,751 55
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	17
Open cars,	6
Horses,	86
Harnesses (pairs of),	24
Omnibuses,	2
Sleighs,	5
General Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Construction,	\$68,886 25
Equipment,	23,545 71
Land and buildings,	17,372 82
Cash and cash assets,	10,999 77
TOTAL ASSETS,	\$120,804 55
LIABILITIES.	
Capital stock,	\$93,100 00
Unfunded debt,	9,953 00
Surplus,	17,751 55
TOTAL LIABILITIES,	\$120,804 55
Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$51,685 65
Interest,	66 58
Dividends,	5,538 00
Balance carried forward Sept. 30, 1883,	17,751 55
	\$75,041 78
Cr.	
By Balance Sept 30, 1882,	\$17,016 85
Total income,	58,024 93
	\$75,041 78

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	5.111 miles.
Aggregate length of switches, sidings, etc., . . . . .	.674 mile.
Total length of track, measured as single track,	5.785 miles.
Weight of rail per yard, and description of rail (28½, 33, 43 and 48 pounds),	
Description of the several lines or routes operated by the company:	
Belvidere to Pawtucket Falls,	1.824 miles.
Middlesex Branch,	1.553 "
Centralville Branch, . . . . .	.734 mile.
Post-office to Bleachery,	1.000 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	5.111 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	187,489
Total number of passengers carried in the cars,	1,104,723
Total number of round trips for the year,	18,748
Number of persons regularly employed by company,	40
Rates of fare: 4, 5 and 6 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	1	-	-	-	1
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

October 25, 1882.—A lady in getting off the car caught her dress in the brake ratchet and was slightly injured.

PROPER ADDRESS OF THE COMPANY.

LOWELL HORSE RAILROAD COMPANY,

No. 2 POST-OFFICE BUILDING, LOWELL, MASS.

NAME AND RESIDENCE OF OFFICERS.

William E. Livingston, *President*, Lowell, Mass. James A. Chase, *Superintendent, Treasurer, and Clerk of Corporation*.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William E. Livingston, Lowell, Mass. John A. Goodwin, Lowell, Mass. James A. Chase, Lowell, Mass. George N. Kennedy, Syracuse, New York. George H. Comstock, Syracuse, New York.

WM. E. LIVINGSTON,

JOHN A. GOODWIN,

J. A. CHASE,

Directors.

J. A. CHASE,

Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. LOWELL, Nov. 16, 1883. Then personally appeared W. E. Livingston, John A. Goodwin, and J. A. Chase, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. HASKELL,

Justice of the Peace.

REPORT

OF THE

LYNN & BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$500,000 00	
Capital stock authorized by votes of company,	300,000 00	
Capital stock paid (par value of shares, \$100).		\$300,000 00
Number of stockholders,	122	
DEBT.		
Funded debt, as follows:		\$175,000 00
Mortgage bonds due May 15, 1900, rate of interest 6 per cent.,	\$75,000 00	
Bonds due May 1, 1893, rate of interest 5 per cent.,	100,000 00	
Unfunded debt, as follows:		60,768 16
Notes payable,	20,000 00	
Tickets outstanding,	9,942 73	
Sundry bills payable,	30,825 43	
TOTAL GROSS DEBT,		235,768 16
Amount of cash assets, viz.:		32,204 58
Cash,	\$18,212 52	
Supplies,	10,678 59	
Debit balances,	3,313 47	
NET DEBT,		\$203,563 58
PERMANENT INVESTMENTS.		
RAILWAY.		
Track, including timber, rails, etc., and laying,	\$314,214 38	
Other railways purchased for,	15,409 27	
TOTAL COST OF CONSTRUCTION,		\$329,623 65
EQUIPMENT.		
Horses,		\$51,400 00
Cars,		56,200 00
Other articles of equipment,		22,720 20
TOTAL COST OF EQUIPMENT,		130,320 20
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$78,288 21
OTHER PROPERTY.		
Land and dwelling house at Swampscott,		\$2,614 11
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		540,846 17
Cash assets,		32,204 58
TOTAL PROPERTY AND ASSETS OF COMPANY,		573,050 75

 PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Extension of tracks (number of feet, 21,516),	\$31,559 84
New horses (number, 87),	8,700 00
New cars (number, 18),	9,200 00
Other equipment,	4,900 64
Land and buildings,	11,906 17
TOTAL ADDITION TO PROPERTY,	66,266 65

REVENUE FOR THE YEAR.

Received from passengers on railways operated by this company,	\$299,958 49
Received from sales of manure,	2,265 53
TOTAL EARNINGS,	302,224 02
Income from other sources:	116 83
Swampscott property, \$116 83	

TOTAL INCOME FROM ALL SOURCES, \$302,340 85

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track,	\$13,204 22
Repairs of cars and other vehicles, harness and horse-shoeing,	30,738 66
Repairs of buildings,	3,562 36
Renewal of horses,	15,258 50
Wages and salaries of president, treasurer, superintendent and their clerks,	8,683 39
Wages and salaries of all other persons employed in operating the road,	97,327 08
Provender,	52,772 35
Taxes, state and local,	6,097 51
Rent and tolls paid other companies for use of their roads:	20,226 91
Boston & Chelsea Railroad Company, \$9,181 33	
Middlesex Railroad Company, 6,588 61	
Winnisimmet Railroad Company, 4,083 31	
Metropolitan Railroad Company 373 66	
Insurance,	1,789 31
Damages for injuries to persons and property,	3,963 20
Office expenses, and all other expenses not included above,	14,722 49
TOTAL EXPENSES OF OPERATING,	268,345 98

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$33,994 87
Interest accrued during the year,	9,346 97
Dividends declared 8 per cent. for the year,	24,000 00
Balance for the year, or surplus,	647 90
Surplus at commencement of year, \$38,604 69	
Deduct: Commissions on sale of bonds, 1,970 00	
Surplus at commencement of year as changed by aforesaid entries,	36,634 69
TOTAL SURPLUS Sept. 30, 1883,	37,282 59

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	58
Open cars,	56
Horses,	514
Harnesses (pairs of),	133
Sleighs,	10

Other articles of equipment:

Snow-ploughs, snow-sled, levellers, wagons, gravel-car, watering-car, hay-wagon, rail-wagon, steam-engine and boiler, horse cleaning-machine, machinery in repair shop, and tools for wood, paint and blacksmith shops

and track repairs, horse-collars, blankets, surcingles and halters, tip-carts, light harnesses, stable and office furniture, telephone line, etc., etc.	
Largest number of horses owned at any time during the year,	517
Smallest number of horses owned at any time during the year,	427
Average number of horses owned during the year,	460

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$329,623 65
Equipment,	130,320 20
Land and buildings,	78,288 21
Other property,	2,614 11
Cash and cash assets,	32,204 58
TOTAL ASSETS,	\$573,050 75

LIABILITIES.

Capital stock,	\$300,000 00
Funded debt,	175,000 00
Unfunded debt,	60,768 16
Surplus,	37,282 59
TOTAL LIABILITIES,	\$573,050 75

Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.

DR.

To Expenses,	\$268,345 98
Interest,	9,346 97
Dividends,	24,000 00
Commission on sale of bonds,	1,970 00
Balance carried forward Sept. 30, 1883,	37,285 59
	\$340,945 54

CR.

By Balance Sept. 30, 1882,	\$38,604 69
Total income,	302,340 85
	\$340,945 54

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	25.7960+ miles.
Aggregate length of switches, sidings, etc.,	2.6590+ "
Total length of track, measured as single track,	28.455+ "
Total length of track paved,	17.6731+ "
Weight of rail per yard, and description of rail (street rail, 25 to 48 pounds per yard; T rail 2S, 30 and 40 pounds, per yard),	
Description of the several lines or routes operated by the company:	
Swampscott, Lynn & Boston.	
Swampscott, Lynn & East Saugus.	
West Lynn & Nahant Beach.	
Glenmere & Myrtle Street.	
Wyoma & Central Square.	

Peabody, Wyoma & Central Square.	
Revere & Boston (2 lines to Revere Beach in summer).	
Chelsea & Boston via Broadway.	
Chelsea & Boston via Washington Avenue.	
Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with description of same:	6.059+ miles.
Boston & Chelsea Railroad,	2.176+ miles.
Middlesex Railroad,	2.778+ "
Winnisimmet Railroad,	1.004+ "
Metropolitan Railroad, . . . . .	.079+ mile.
Naumkeag Street Railway . . . . .	.022+ "
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	31.855+ "
MILES RUN, ETC.	
Total number of miles run during the year,	944,396 "
Total number of passengers carried in the cars,	5,593,002 "
Total number of round trips for the year,	121,707 "
Number of persons regularly employed by company, . . .	213 "
Rates of fare (from 5 to 15 cents).	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	9	-	9
Employees,	-	1	-	-	-	1
Others,	-	-	-	3	-	3

STATEMENT OF EACH ACCIDENT.

January 8, 1883. — A passenger carelessly stepped from a moving car and fell to the pavement, injuring his knee.

January 9. — A man who had been drinking, stepped suddenly from the sidewalk directly in front of car horses; was knocked down and somewhat injured.

March 6. — By a collision between car and express wagon, the driver of wagon was thrown from his seat to the pavement, receiving slight injuries to his head.

April 4. — An aged man jumped backward from a moving car, fell and received considerable injury.

June 1. — A conductor, while on the footboard of an open car collecting fares, was injured by a load of lumber slewing against the car and striking his legs.

June 4. — A lady attempted to leave a car before it could be stopped; fell and received slight injuries.

June 8. — A lady jumped from a moving car and was slightly injured.

June 18. — A man stepped from car before it stopped and received several slight injuries.

July 29. — A lady after stepping from a car, and as the car was starting up again, took hold of side of car and was thrown down; limbs somewhat injured.

August 4. — A lady passenger jumped backward from a car in motion and was slightly injured on the head.

August 7. — A lady passenger stepped from moving car and sprained her arm.

August 23. — A man who attempted to get on a car going in one direction and then, apparently, changed his mind suddenly, stepped back directly against the horses of a car going in a opposite direction and was thrown down and cut on face.

September 27. — A passenger stepped from a car in motion and fell, slightly injuring his hip.

PROPER ADDRESS OF THE COMPANY.

LYNN & BOSTON RAILROAD COMPANY.

13 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Amos F. Breed, *President*, Lynn, Mass. Elwin C. Foster, *Acting Superintendent*, Chelsea, Mass. E. Francis Oliver, *Treasurer and Clerk of Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Amos F. Breed, Lynn, Mass. Aza A. Breed, Lynn, Mass. Philip A. Chase, Lynn, Mass. Isaac Stebbins, Chelsea, Mass. William R. Pearmain, Chelsea, Mass. William Sprague, Boston, Mass. John Reed, Boston, Mass. Thomas P. Proctor, Boston, Mass. E. Francis Oliver, Boston, Mass. George W. W. Dove, Andover, Mass.

AMOS F. BREED,
AZA A. BREED,
WM. SPRAGUE,
WM. R. PEARMAIN,
PHILIP A. CHASE,
G. W. W. DOVE,
E. FRANCIS OLIVER,
Directors.
E. FRANCIS OLIVER,
Treasurer.
E. C. FOSTER,
Acting Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Oct. 31, 1883. Then personally appeared Amos F. Breed, Aza A. Breed, William Sprague, William R. Pearmain, Philip A. Chase, G. W. W. Dove, E. Francis Oliver and E. C. Foster, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOS. P. PROCTOR,
Justice of the Peace.

REPORT
OF THE
MALDEN & MELROSE STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1883.
[This road is leased to and operated by the Middlesex Street Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$200,000 00	
Capital stock authorized by votes of company, . . .	165,500 00	
Capital stock paid (par value of shares, \$100), . . .		\$165,500 00
Number of stockholders,	51	
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$74,719 52
TOTAL PROPERTY AND ASSETS OF COMPANY,		74,719 52
General Balance Sheet Sept. 30, 1883.		
ASSETS.		
Construction,		\$74,719 52
Deficit,		90,780 48
TOTAL ASSETS,		\$165,500 00
LIABILITIES.		
Capital stock,		\$165,500 00
TOTAL LIABILITIES,		\$165,500 00
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		3.832 miles.
Aggregate length of switches, sidings, etc., . . . . .		.475 mile.
Total length of track measured as single track,		4.307 miles.

PROPER ADDRESS OF THE COMPANY,
MALDEN & MELROSE RAILROAD COMPANY,
TREMONT ROW, COR. PEMBERTON SQUARE. BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President and Treasurer*, 275 Beacon Street, Boston, Mass. James H. McFarland, *Clerk of Corporation*, Charlestown, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, 275 Beacon Street, Boston, Mass. Marcellus Coggan, Malden, Mass. Linus M. Child, 425 Beacon Street, Boston, Mass. James H. McFarland, Charlestown District, Boston, Mass. John H. Studley, 127 High Street, Charlestown District, Boston, Mass.

CHARLES E. POWERS,
LINUS M. CHILD,
MARCELLUS COGGAN,
JOHN H. STUDLEY,

Directors.

CHARLES E. POWERS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1883. Then personally appeared Charles E. Powers, Linus M. Child, Marcellus Coggan, John H. Studley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOSEPH M. PATTEN,

Justice of the Peace.

REPORT

OF THE

MERRIMACK VALLEY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$80,000 00	
Capital stock authorized by votes of company,	50,000 00	
Capital stock paid (par value of shares, \$100),		\$50,000 00
Number of stockholders,	46	
DEBT.		
Unfunded debt, as follows:—		
One demand note,	\$12,000 00	
TOTAL GROSS DEBT,		\$12,000 00
Amount of cash assets, viz.:		1,671 04
Cash,	771 04	
Supplies,	900 00	
NET DEBT,		\$10,328 96
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving,		\$2,000 00
Track, including timber, rails, etc., and laying,		18,000 00
TOTAL COST OF CONSTRUCTION,		20,000 00
EQUIPMENT.		
Horses,		\$3,000 00
Cars,		5,600 00
Other articles of equipment,		1,000 00
TOTAL COST OF EQUIPMENT,		9,600 00
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$18,000 00
Buildings owned by company needed in operating road,		22,000 00
TOTAL COST OF LAND AND BUILDINGS,		40,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		69,600 00
Cash assets,		1,671 04
TOTAL PROPERTY AND ASSETS OF COMPANY,		71,271 04
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Property sold or reduced in valuation on the books, viz.:		\$6,000 00
Equipment,	\$1,000 00	
Real estate,	5,000 00	
NET REDUCTION TO PROPERTY FOR THE YEAR,		6,000 00
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$44,418 99
Received from sales of manure,		400 00
Income from other sources,		200 04

Received from rent of office,	\$200 04	
TOTAL INCOME FROM ALL SOURCES,		\$45,019 03

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$5,560 72
Repairs of cars and other vehicles, harness and horse-shoeing,		2,816 70
Renewal of horses,		1,390 00
Wages and salaries of president, treasurer, superintendent, and their clerks,		1,700 00
Wages and salaries of all other persons employed in operating the road,		12,524 55
Provender,		8,765 51
Taxes, state and local,		812 99
Office expenses, and all other expenses not included above,		1,240 35
TOTAL EXPENSES OF OPERATING,		\$34,810 82

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,		\$10,208 21
Interest accrued during the year,		915 00
Dividends declared (6 per cent. for the year),		3,000 00
Balance for the year, or surplus,		6,293 21
Surplus at commencement of year,	\$8,977 83	
Deduct:		
Reduction of real estate account,	\$5,000 00	
Reduction of equipment account,	1,000 00	

Surplus at commencement of year as changed by aforesaid entries,		2,977 83
TOTAL SURPLUS Sept. 30, 1883,		9,271 04

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	13
Open cars,	7
Horses,	66
Harnesses (pairs of),	16
Sleighs,	4
Other articles of equipment:	
Plows,	2
Safes,	2
Carts,	2
Wagons,	2
Largest number of horses owned at any time during the year,	66
Smallest number of horses owned at any time during the year,	60
Average number of horses owned during the year,	62

General Balance Sheet, Sept. 30, 1883.

ASSETS.		
Construction,		\$20,000 00
Equipment,		9,600 00
Land and buildings,		40,000 00
Cash and cash assets,		1,671 04
TOTAL ASSETS,		\$71,271 04
LIABILITIES.		
Capital stock,		\$50,000 00
Unfunded debt,		12,000 00
Surplus,		9,271 04
TOTAL LIABILITIES,		\$71,271 04

340 MERRIMACK VALLEY STREET RAILWAY. [Jan.

Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.		
Dr.		
To Expenses,		\$34,810 82
Interest,		915 00
Dividends,		3,000 00
Reduction of real estate,		5,000 00
Reduction of equipment,		1,000 00
Balance carried forward Sept. 30, 1883.		9,271 04
		<hr/> \$53,996 86
Cr.		
By Balance Sept. 30, 1882.		\$8,977 83
Total income,		45,019 03
		<hr/> \$53,996 86
<hr/>		
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,		5.8 miles.
Aggregate length of switches, sidings, etc., . . . . .		.9 mile.
Total length of track, measured as single track,		6.7 miles.
Total length of track paved,		2.6 "
Weight of rail per yard, and description of rail:		
Two miles of T rail, 30 pounds to the yard; one mile of street rail, 45 pounds to the yard; nearly three miles of street rail, 48 pounds to the yard; a short piece of O'Brien rail, 19 pounds to the yard.		
Description of the several lines or routes operated by the company:		
Extends from Methuen to North Andover through Lawrence, a distance of five miles. Also to South Lawrence, a distance of .8 mile.		
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .		5.8 miles.
MILES RUN, ETC.		
Total number of miles run during the year,		170,240
Total number of passengers carried in the cars,		710,704
Total number of round trips for the year,		33,926
Number of persons regularly employed by company, . . .		25
Rates of fare: 2½ cents per mile.		

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

A woman, fearing a collision which did not occur, jumped from the horse-car and injured her leg.

PROPER ADDRESS OF THE COMPANY.
MERRIMACK VALLEY HORSE RAILROAD COMPANY,
LAWRENCE, MASS.

NAME AND RESIDENCE OF OFFICERS.

William A. Russell, *President*. Lawrence, Mass. A. N. Kimball, *Superintendent*, Lawrence, Mass. James H. Eaton, *Treasurer and Clerk of Corporation*, Lawrence, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William A. Russell, Lawrence, Mass. A. W. Stearns,* Lawrence, Mass. Hezekiah Plummer, Lawrence, Mass. James Walton, Methuen, Mass. Moses T. Stevens,* North Andover, Mass.

WM. A. RUSSELL.

H. PLUMMER,

Directors.

JAMES H. EATON,

Treasurer.

A. N. KIMBALL,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX. ss. Oct. 13, 1883. Then personally appeared Wm. A. Russell, H. Plummer, James H. Eaton, and A. N. Kimball, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ANDREW C. STONE,

Justice of the Peace.

* Resigned.

REPORT

OF THE

METROPOLITAN RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$1,950,000 00	
Capital stock authorized by votes of company,	1,500,000 00	
Capital stock paid (par value of shares, \$50).		\$1,500,000 00
Number of stockholders,	1,016	
DEBT.		
Funded debt, as follows :—		\$1,044,000 00
Bonds due 1884, rate of interest 7 per cent.,	\$500,000 00	
Bonds due 1897, rate of interest 6 per cent.,	364,000 00	
Note due in 1887, rate of interest 5 per cent.,	180,000 00	
Unfunded debt, as follows :		719,783 92
Notes payable,	\$609,442 12	
Coupons due October, 1883,	17,500 00	
Outstanding tickets,	53,249 41	
Taxes 1883-1884,	15,608 90	
Sundry accounts,	23,983 49	
TOTAL GROSS DEBT,		1,763,783 92
Amount of cash assets, viz. :		51,481 24
Cash,	\$18,761 51	
Supplies,	14,387 26	
Debit balances,	18,332 47	
NET DEBT,		\$1,712,302 68
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving and track, including tim- ber, rails, etc., and laying,	\$1,122,114 74	
Other railways purchased for,	420,558 65	
TOTAL COST OF CONSTRUCTION,		\$1,542,673 39
EQUIPMENT.		
Horses,		\$372,990 00
Cars,		439,441 50
Other articles of equipment,		110,661 37
TOTAL COST OF EQUIPMENT,		923,092 87
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$1,083,908 31

OTHER PROPERTY.	
Land and buildings in city of Boston, estimated at, . . .	\$175,000 00
Land and buildings on Washington, Guild and Bartlett Streets,	\$100,000 00
Land and buildings on Dunlow Street, Rox- bury district,	20,000 00
Land on Camden Street and Huntington Avenue,	55,000 00
TOTAL AMOUNT OF INVESTMENTS,	3,724,674 57
Cash assets,	51,481 24
TOTAL PROPERTY AND ASSETS OF COMPANY,	3,776,155 81
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 4,177),	\$5,670 31
New horses (number, 176),	26,400 00
New cars (number, 34 box, 5 open = 39),	27,900 00
Other equipment,	8,779 19
Land and buildings,	83,984 36
TOTAL ADDITION TO PROPERTY,	152,733 86
Property sold or reduced in valuation on the books, viz. . .	1,173 00
Real estate, for rents of buildings.	
NET ADDITION TO PROPERTY FOR THE YEAR,	151,560 86
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this com- pany,	\$1,612,899 06
Received from other railways as tolls or rent:	34,963 98
Highland Street Railway Company,	\$16,526 15
South Boston Railroad Company,	10,258 10
Middlesex Railroad Company,	4,895 59
Union Railroad Company,	1,505 80
Cambridge Railroad Company,	1,083 94
Lynn & Boston Railroad Company,	362 92
Charles River Street Railway Company,	331 48
Received from sales of manure,	13,005 13
TOTAL EARNINGS,	1,660,868 17
Income from other sources:	7,873 85
Rents, advertising in cars, etc.	
TOTAL INCOME FROM ALL SOURCES,	\$1,668,742 02
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$44,683 67
Repairs of cars and other vehicles, harness and horse-shoeing, .	133,297 41
Repairs of buildings,	17,273 17
Renewal of horses,	63,930 50
Wages and salaries of president, treasurer, superintendent and their clerks,	26,433 22
Wages and salaries of all other persons employed in operat- ing the road,	686,180 81
Provender,	308,596 83
Taxes, state and local,	33,701 99
Rent and tolls paid other companies for use of their roads: . .	3,959 77
Highland Street Railway Company,	\$1,649 70
South Boston Railroad Company,	1,566 33
Middlesex Railroad Company,	743 74
Insurance,	5,094 06

Damages for injuries to persons and property,	\$21,037 62
Office expenses, and all other expenses not included above, .	59,430 83

TOTAL EXPENSES OF OPERATING,	\$1,403,619 88
--	----------------

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES, .	\$265,122 14
Interest accrued during the year,	93,619 05
Dividends declared, 8 per cent. for the year,	120,000 00
Balance for the year, or surplus,	51,503 09
Surplus at commencement of year,	460,868 80
TOTAL SURPLUS Sept. 30, 1883,	512,371 89

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	391
Open cars,	253
Horses,	3,147
Harnesses (pairs of),	912
Harnesses (single),	107
Omnibuses,	2
Sleighs,	32

Other articles of equipment:—

90 snow-sleds, 33 snow-plows, 9 snow-levellers, 8 heavy wagons, 14 tip-carts, 18 light carriages, 13 light sleighs and pungs, 3,296 horse-collars, 5 water-cars, 5 sand-cars, 2 grain-cars, engine, tools, etc., in repair shop, machine in machine and blacksmith shops, tools in paving department, grist mill, horse powers, hay cutters, horse furniture in stables, blankets, halters, 554 fare registers, car-mats, horse-ambulance, telephone line, office furniture.

Largest number of horses owned at any time during the year,	3,147
Smallest number of horses owned at any time during the year,	2,956
Average number of horses owned during the year, . . .	3,021

General Balance Sheet, Sept. 30, 1883.

ASSETS.

Construction,	\$1,542,673 39
Equipment,	923,092 87
Land and buildings,	1,083,908 31
Other property,	175,000 00
Cash and cash assets,	51,481 24
TOTAL ASSETS,	\$3,776,155 81

LIABILITIES.

Capital stock,	\$1,500,000 00
Funded debt,	1,044,000 00
Unfunded debt,	719,783 92
Surplus,	512,371 89
TOTAL LIABILITIES,	\$3,776,155 81

Copy of Profit & Loss Account for the Year ending
Sept. 30, 1883.

Dr.	
To Expenses,	\$1,403,619 88
Interest,	93,619 05
Dividends,	120,000 00
Balance carried forward Sept. 30, 1883,	512,371 89
	<hr/> \$2,129,610 82 <hr/>
Cr.	
By Balance Sept. 30, 1882,	\$460,868 80
Total income,	1,668,742 02
	<hr/> \$2,129,610 82 <hr/>

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	70.955 miles.
Aggregate length of switches, sidings, etc.,	6.654 "
Total length of track, measured as single track,	77.609 "
Total length of track paved,	72.050 "
Weight of rail per yard, and description of rail (30 to 55½ lbs.).	
Description of the several lines or routes operated by the company:	

West Roxbury, Brookline, Dorchester, Forest Hills, Egles-ton Square, Meeting House Hill, Upham's Corner, Warren Street and Depots, Warren Street via Atlantic Avenue, Norfolk House, Norfolk House and Depots, West End via Washington Street, West End via Tremont Street, Chelsea Ferry, East Boston Ferry, Chelsea and East Boston Ferry, Lexington Street, White Street, Tremont Street and East Boston Ferry, Tremont Street, Tremont Street and Depots, Dartmouth Street, Dartmouth Street and East Boston Ferry, Beacon Street, Beacon Street Transfer, Atlantic Avenue from Bartlett Street, Atlantic Avenue from Tremont Street, Atlantic Avenue Transfer, Milton and Park Street, Dorchester Avenue, Washington Village, Field's Corner via Upham's Corner, Huntington Avenue and Tremont House, Huntington Avenue and Bow-doin Square, Centre Street Transfer, Washington Street Night Car, Tremont Street Night Car.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, <i>or over which this company runs its cars</i> , with description of same:	4.366 "
Highland Street Railway Company,	1.688 miles.
South Boston Railroad Company,	1.046 "
Middlesex Railroad Company, . . . . .	.616 mile.
Cambridge Railroad Company,	1.016 miles.
Total length of railway measured as single track, not including sidings, etc., operated by this company,	75.321 "

MILES RUN, ETC.

Total number of miles run during the year,	5,675,306
Total number of passengers carried in the cars,	32,420,496
Total number of round trips for the year,	855,561
Number of persons regularly employed by company,	1,435
Rates of fare (including checks good on other roads): 3, 5, 6, 7, 8 and 9 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	1	1	8	1	9
Employees,	1	-	-	-	1	-
Others,	-	-	2	-	2	-

STATEMENT OF EACH ACCIDENT.

October 9, 1882. — A man riding on platform of a car, was hit by pole of a wagon and injured.

October 27. — A hostler was injured in one of the stables, and died of his injuries.

October 27. — A man ran against a car and was thrown down.

November 13. — A man tried to get on front platform of a car, while it was in motion, and fell.

January 29, 1883. — A little girl fell in front of car in motion, and had her leg injured.

February 26. — A man fell from car and received injuries on his head. He died two weeks later.

March 17. — A small boy ran in front of car, fell down and his leg was run over. He died soon after.

April 28. — A man was thrown from his wagon which collided with a car. He received some injuries.

June 10. — A woman fell from a car, which was standing in station, and was somewhat injured.

July 4. — A boy tried to get on front platform of a car while it was in motion, but fell and his foot was run over.

July 16. — A boy, three years old, ran across the street in front of car, fell, and his leg was run over. He died soon after.

August 8. — A woman fell while leaving car, and received some injuries.

September 1. — A woman fell from a car, it being in motion when she stepped off. She was slightly injured.

PROPER ADDRESS OF THE COMPANY.

METROPOLITAN RAILROAD COMPANY.

No. 16 KILBY STREET, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

C. A. Richards, *President*, Boston, Mass. C. Boardman, *Treasurer*, Boston, Mass. H. R. Harding, *Clerk of Corporation*, Cambridge, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Calvin A. Richards, Boston, Mass. William Hendry, Boston, Mass. Dexter N. Richards, Brookline, Mass. William A. Rust, Boston, Mass. Stephen

R. Niles, Boston, Mass. Thomas Dana, Boston, Mass. Augustus P. Martin, Boston, Mass. Liberty Bigelow, Melrose, Mass. Edward O. Shepard, Boston, Mass.

CALVIN A. RICHARDS,
WILLIAM HENDRY,
DEXTER N. RICHARDS,
WILLIAM A. RUST,
LIBERTY BIGELOW,
THOMAS DANA,
AUG. P. MARTIN.

Directors.

CHARLES BOARDMAN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 24, 1883. Then personally appeared Calvin A. Richards, William Hendry, Dexter N. Richards, William A. Rust, Liberty Bigelow, Thomas Dana, Augustus P. Martin and Charles Boardman, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

H. R. HARDING.

Justice of the Peace.

REPORT

OF THE

MIDDLESEX RAILROAD COMPANY.

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter.	\$1,000,000 00	
Capital stock authorized by votes of company,	1,000,000 00	
Capital stock paid (par value of shares, \$100),		\$650,000 00
Number of stockholders,	402	
DEBT.		
Funded debt, as follows:		\$450,000 00
Mortgage bonds, due 1884, rate of interest,		
6 per cent.,	\$100,000 00	
Bonds due 1885, rate of interest 8 per cent.,	150,000 00	
Bonds due 1897, rate of interest 6 per cent.,	200,000 00	
Unfunded debt, as follows:		218,558 02
Notes payable,	\$199,901 73	
Unpaid coupons and sundry accounts,	15,156 29	
Unredeemed tickets (in part),	3,500 00	
TOTAL GROSS DEBT,		668,558 02
Amount of cash assets, etc.,		354,376 74
Cash,	\$88,888 33	
Supplies,	34,364 49	
Sinking fund,	85,310 74	
Debit balances,	225,813 18	
NET DEBT,		\$314,181 28
PERMANENT INVESTMENTS.		
RAILWAY.		
Engineering, agencies, salaries, and other ex-		
penses during construction,	\$497,719 06	
Other railways:		
Cliftondale (original cost, \$62,000), pur-		
chased for,	13,158 19	
Medford and Charlestown,	21,814 74	
TOTAL COST OF CONSTRUCTION,		\$532,691 99
EQUIPMENT.		
Horses,		\$74,880 00
Cars,		126,270 67
Other articles of equipment,		19,170 11
TOTAL COST OF EQUIPMENT,		220,320 78

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$126,448 07
Buildings owned by company needed in operating road, . . .	123,592 70
TOTAL COST OF LAND AND BUILDINGS, . . .	250,040 77
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	1,003,053 54
Cash assets, . . .	354,376 74
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	1,357,430 28
Amount of sinking funds in hands of trustees, \$85,310 74 .	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 979; material only), . . *	\$4,433 63
New horses (number, 7), . . .	910 00
New cars (number, 4; 2 closed, 2 open), . . .	2,560 00
Other equipment (3 safes and 6 iron boxes), . . .	141 67
TOTAL ADDITION TO PROPERTY, . . .	8,045 30
Property sold or reduced in valuation on the books, viz.: . .	11,000 00
Real estate at Bunker Hill sold, . . .	\$11,000 00
NET REDUCTION IN PROPERTY FOR THE YEAR, . . .	2,954 70
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . .	\$411,809 18
Less redemption of tickets and checks presented by other companies, and unredeemed tickets and checks, . . .	77,022 97
	\$334,786 21
Received from other railways as tolls or rent, . . .	8,773 48
Lynn & Boston Railroad Co., . . .	\$6,588 61
Highland Street Railway Co., . . .	534 78
Metropolitan Railroad Co., . . .	743 74
South Boston Railroad Co., . . .	148 71
Cambridge Railroad Co., . . .	757 64
Received from sales of manure, . . .	3,134 07
TOTAL EARNINGS, . . .	346,693 76
Income from other sources, . . .	1,679 12
Premium from sales of stock, . . .	\$1,532 12
Advertising, . . .	147 00
TOTAL INCOME FROM ALL SOURCES, . . .	348,372 88
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . .	\$7,131 46
Repairs of cars and other vehicles, harness, and horse-shoeing, . .	25,617 28
Repairs of buildings, . . .	962 53
Renewal of horses, . . .	9,214 50
Wages and salaries of president, treasurer, superintendent, and their clerks, . . .	12,700 00
Wages and salaries of all other persons employed in operating the road, . . .	108,469 14
Provender (including straw for cars), . . .	72,557 77
Taxes, state and local, . . .	9,868 10
Rent and tolls paid other companies for use of their roads, . .	6,728 60
Metropolitan Railroad Co., . . .	\$4,895 59
South Boston Railroad Co., . . .	690 07
Cambridge Railroad Co., . . .	1,142 94
Insurance, . . .	1,610 74
Damages for injuries to persons and property, . . .	1,647 90
Office expenses, and all other expenses not included above,†	18,066 44
TOTAL EXPENSES OF OPERATING, . . .	\$275,574 46

* This sum includes part of expense of extensions reported last year.

† Including removal of snow, and for water, gas, and fuel, printing, royalty on punches, rents of real estate, etc.

NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$72,798 42
Interest accrued during the year,	24,955 08
Dividends declared, 7 per cent. for the year,	43,085 00
Balance for the year, or surplus,	4,758 34
Surplus at commencement of year, \$50,709 32	
Deduct: depreciation (balance of sundry items), 16,595 40	
Surplus at commencement of year as changed by aforesaid entries,	34,113 92
TOTAL SURPLUS Sept. 30, 1883,	38,872 26
Paid to sinking funds in hands of trustees, \$2,500 00	

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	80
Open cars,	52
Horses,	576
Harnesses (pairs of),	140
Other articles of equipment :	
11 snow plows, 11 snow sleds, 4 wagons, 3 tip carts, 1 jigger, 3 horse powers, 3 snow levellers, 582 collars, 564 blankets, 568 surcingles, 585 halters, tools in repair shops, office and stable furniture.	
Largest number of horses owned at any time during the year,	610
Smallest number of horses owned at any time during the year,	565
Average number of horses owned during the year,	592

General Balance Sheet Sept. 30, 1883.

ASSETS.	
Construction,	\$532,691 99
Equipment,	220,320 78
Land and buildings,	250,040 77
Cash and cash assets,	354,376 74
TOTAL ASSETS,	\$1,357,430 28
LIABILITIES.	
Capital stock,	\$650,000 00
Funded debt,	450,000 00
Unfunded debt,	218,558 02
Surplus,	38,872 26
TOTAL LIABILITIES,	\$1,357,430 28

Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.

Dr.	
To Expenses,	\$275,574 46
Interest,	24,955 08
Dividends,	43,085 00
Depreciation (balance of sundry items),	16,595 40
Balance carried forward Sept. 30, 1883,	38,872 26
	\$399,082 20

	CR.	
By Balance Sept. 30, 1882,	.	\$50,709 32
Total income,	.	348,372 88
		<hr/> \$399,082 20

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as single track, exclusive of sidings,	13.406 miles.
Aggregate length of switches, sidings, etc.,	1.494 "
Total length of track, measured as single track,	14.900 "

Description of the several lines or routes operated by this company :

From Franklin Street, on Broadway, Somerville, thence on Main Street, City Square, Warren Bridge, Beverly Street, Haymarket Square, Washington, Summer, Lincoln, Beach, Federal, Kneeland, Lincoln, Beach, Washington, Boylston, Tremont Street, Scollay Square, Cornhill, Washington Street, Haymarket Square, Beverly Street, Warren Bridge, City Square, Park and Main streets, Charlestown, to starting point (double track on Warren and Charles River bridges).

From station on Bunker Hill Street to Chelsea Street and City Square; thence to Temple Place, Tremont Street, Scollay Square, Cornhill, Washington Street, Haymarket Square, Charlestown Street, Warren Bridge, City Square, Chelsea and Bunker Hill streets, to starting point.

Also, from Main Street, through Medford Street and Chelsea Street, Charlestown, to Temple Place, and return as above through Chelsea and Medford streets to Main Street, thence to station at Chelsea Neck.

From Union Square (Somerville), through Charlestown to Temple Place and return (*via* Charles River Bridge).

From top of Winter Hill, through Somerville and Charlestown, *via* Charles River Bridge, Charlestown Street, Haymarket Square, Sudbury Street, Court Street, Scollay Square, Cornhill, Washington Street, thence returning to starting point.

From Medford Line, through Malden and Everett to Charlestown Neck; thence through Charlestown to Scollay Square (over Charles River Bridge), returning through Cornhill and Washington streets, to starting point.

Also, from Everett Square to Everett Springs.

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with description of same :

Malden & Melrose Railroad Company, . . .	3.832 miles.	
Somerville Horse Railroad Company, . . .	.814 mile.	
Boston & Chelsea Railroad Company, . . .	.381 "	
Metropolitan Railroad Company, . . .	1.871 miles.	
South Boston Railroad Company, . . .	.562 mile.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .		20.866 miles.

MILES RUN, ETC.

Total number of miles run during the year, . . .	1,068,168
Total number of passengers carried in the cars, . . .	6,720,065
Total number of round trips for the year, . . .	159,745

Number of persons regularly employed by company, . . .	244
Rates of fare: Charlestown, Winter Hill, Union Square, and Medford Street line, 6 cents; tickets, 5 cents. Malden, 10 cents; tickets, 8½ cents. Everett, 10 cents; tickets, 6½ cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BE- YOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	8

STATEMENT OF EACH ACCIDENT.

The accidents which have occurred during the year have, in most instances, arisen from negligence, or intoxication of the persons injured.

PROPER ADDRESS OF THE COMPANY.

MIDDLESEX RAILROAD COMPANY,
27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Charles E. Powers, *President*, Boston, Mass. John H. Studley, *Superintendent*, Boston, Mass. C. W. Studley, *Treasurer and Clerk of Corporation*, Beverly, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Charles E. Powers, Boston, Mass. John Goldthwait, Boston, Mass. Nelson Bartlett, Boston, Mass. Nahum Chapin, Boston, Mass. William H. Kent, Boston, Mass. Caleb Rand, Boston, Mass. George O. Carpenter, Boston, Mass. Francis Thompson, Boston, Mass. George H. Norman, Boston, Mass.

CHAS. E. POWERS,
JOHN GOLDTHWAIT,
NELSON BARTLETT,
NAHUM CHAPIN,
FRANCIS THOMPSON,
GEORGE O. CARPENTER,
WILLIAM H. KENT,
CALEB RAND,
Directors.
C. W. STUDLEY,
Treasurer.
JOHN H. STUDLEY,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 8, 1883. Then personally appeared Charles E. Powers, John Goldthwait, Nelson Bartlett, Nahum Chapin, Francis Thompson, William H. Kent, Caleb Rand, C. W. Studley, John H. Studley, and severally made oath that the foregoing statement by them subscribed, is in accordance with the books and general balance sheet of the company, to their best knowledge and belief.

LINUS M. CHILD,

Justice of the Peace.

REPORT

OF THE

NAUMKEAG STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$70,000 00	
Capital stock authorized by votes of company,	70,000 00	
Capital stock paid (par value of shares, \$100),		\$70,000 00
Number of stockholders,	13	
DEBT.		
Funded debt, as follows:		\$84,100 00
Mortgage bonds due 1885, rate interest 6 per cent.	\$34,100 00	
Bonds due 1889, rate interest 6 per cent.	50,000 00	
Unfunded debt, as follows:		35,560 92
Salem Street Railway,	22,373 92	
Coupons unpaid,	609 00	
Tickets unredeemed,	1,967 43	
Ledger account,	10,610 57	
TOTAL GROSS DEBT,		119,660 92
Amount of cash assets, viz.:		50,367 31
Cash,	4,977 10	
Supplies,	3,958 04	
Sinking fund,	9,600 00	
Debit balances,	31,832 17	
NET DEBT,		69,293 61
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$14,609 36
EQUIPMENT.		
Horses,		\$11,780 00
Cars,		3,670 00
Other articles of equipment,		10,728 95
TOTAL COST OF EQUIPMENT,		55,178 95
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$2,390 07
Buildings owned by company needed in operating road,		3,240 11
TOTAL COST OF LAND AND BUILDINGS,		5,630 18
Lease account,		139,475 38
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		214,893 87
Cash assets,		50,367 31
TOTAL PROPERTY AND ASSETS OF COMPANY,		265,261 18
Amount of sinking fund in hands of trustees	\$9,600 00	
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 6,176),		\$5,306 28
New horses (number, 9),		1,260 00

New cars (number, 7),	\$6,370 00
Other equipment,	843 21
Buildings,	2,140 11
TOTAL ADDITION TO PROPERTY,	15,919 60
Property sold or reduced in valuation on the books, viz.: . .	1,175 00
2 cars sold, \$875 00	
1 car demolished, 300 00	
NET ADDITION TO PROPERTY FOR THE YEAR,	14,744 60
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this Com- pany,	\$81,950 33
Received from sales of manure,	965 28
TOTAL EARNINGS,	82,915 61
Income from other sources,	179 00
Use of barges, \$179 00	
TOTAL INCOME FROM ALL SOURCES,	83,094 61
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$3,218 15
Repairs of cars and other vehicles, harness and horse-shoe- ing,	6,922 26
Repairs of buildings,	3,233 46
Renewal of horses,	1,900 25
Wages and salaries of president, treasurer, superintendent and their clerks,	3,765 99
Wages and salaries of all other persons employed in operat- ing the road,	17,910 74
Provender,	13,209 37
Taxes, state and local,	1,023 05
Rent and tolls paid other companies for use of their roads: .	100 00
Salem Street Railway, \$100 00	
Insurance,	480 79
Damages for injuries to persons and property,	1,011 55
Office expenses, and all other expenses not included above, .	6,085 73
TOTAL EXPENSES OF OPERATING,	58,861 34
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$24,233 27
Interest accrued during the year,	4,260 53
Dividends declared, 22 per cent. for the year,	15,400 00
Balance for the year, or surplus,	4,572 74
Surplus at commencement of year,	71,027 52
TOTAL SURPLUS, Sept. 30, 1883,	75,600 26
Paid to sinking funds in hands of trustees, \$1,900 00	
INVENTORY OF EQUIPMENT SEPT. 30, 1883.	
Box-cars,	34
Open cars,	14
Horses,	98
Harnesses (pairs of),	46
Omnibuses,	5
Sleighs,	16
Other articles of equipment:	
2 carryalls, 1 Concord wagon, 1 express wagon, 1 cart, 1 buggy, 1 sleigh, 2 pungs, 1 bogie, 2 wheelbarrows, tools, clocks and miscellaneous articles.	
Largest number of horses owned at any time during the year,	100
Smallest number of horses owned at any time during the year,	86
Average number of horses owned during the year,	93

General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$14,609 36
Equipment,	55,178 95
Land and buildings,	5,630 18
Other property,	139,475 38
Cash and cash assets,	50,367 31
TOTAL ASSETS,	\$265,261 18
LIABILITIES.	
Capital stock,	\$70,000 00
Funded debt,	84,100 00
Unfunded debt,	35,560 92
Surplus,	75,600 26
TOTAL LIABILITIES,	\$265,261 18
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$58,861 34
Interest,	4,260 53
Dividends,	15,400 00
Balance carried forward Sept. 30, 1883,	75,600 26
	\$154,122 13
Cr.	
By Balance, Sept. 30, 1882,	\$71,027 52
Total income,	83,094 61
	\$154,122 13
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	2.446 miles.
Aggregate length of switches, sidings, etc.,	1.101 "
Total length of track, measured as single track,	3.547 "
Description of the several lines or routes operated by the company :	
Main track from the square in Peabody, through Salem, to the Gloucester crossing on Cabot Street in Beverly, with double track from Peabody line to great tree on Boston Street in Salem, and from Fowler Street to North Street in Salem, with two turn-outs in Peabody, nine turn-outs in Salem and five turn-outs in Beverly, with branches two and four-fifths miles long from North to South Salem with three turn-outs; also, 1.597 miles from Pleasant Street, Salem to the Willows on Salem Neck, with seven turn-outs built and owned by the Naumkeag Street Railway Company from English Street, Salem, to the Willows.	
Length of railways belonging to other companies, measured as single track, not including sidings, etc., operated by this company, or over which this company runs its cars, with description of same,	7.785 "

From railroad bridge, Bridge Street, to Essex Bridge, with T rail; across Essex Bridge with strap rail; from thence to the Gloucester crossing on Cabot Street, in Beverly, with T rail, 27 and 35 pounds to the yard; to Peabody, through Webster, Pleasant, Essex to Newbury Street, with 27, 30, 35 and 40 pounds T rail; from Newbury Street to North Street, with tram rail, 45 pounds to the yard; through Essex and Boston Streets to Peabody Square, with 27, 30, 35 and 40 pounds T rail; North and South Salem track with 19 pounds O'Brien, and 26, 27, 33, 35 and 36 pounds T rail, and 2-inch by 1-inch strap iron on 4 × 5 stringers; Essex Street, from Pleasant to the Willows, with 45 pounds tram rail, and 25, 35 and 36 pounds T rail.		
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	10.231 miles.	
MILES RUN, ETC.		
Total number of miles run during the year,	201,720	
Total number of passengers carried in the cars, . . .	1,317,670	
Total number of round trips for the year,	29,917	
Number of persons regularly employed by company, . .	45	
Rates of fare: $3\frac{1}{2}$, 4, $4\frac{1}{2}$, 5, 6, $6\frac{1}{2}$, 7, $8\frac{1}{2}$, 10 cents.		

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	—	—	—	6	—	6
Employees,	—	—	—	—	—	—
Others,	—	—	—	3	—	3

STATEMENT OF EACH ACCIDENT.

January 11, 1883. — A barge containing twelve or fifteen persons, standing on the track about a third way up a hill, was struck by a car coming down, and the runners broken; no one injured.

January 13. — A man driving very fast around a corner, the runners of his sleigh caught in rail, upsetting sleigh and dislocating his shoulder.

June 13. — A woman stepped from the car while in motion; not injured.

July 4. — A boy run under the horses of a car, and was injured.

July 6. — A lady stepped from a car backwards, and was injured.

July 10. — A man on entering a car while in motion was thrown against the hand rail. He says he was injured.

July 19. — A lady, in hurrying from a car, caught her foot in her dress and fell to the ground; injuries slight.

July 24. — A buggy, in attempting to cross the track in front of the car while in motion, collided, throwing out the occupants of the buggy, injuring a woman; the buggy was somewhat damaged.

August 10. — A horse on a car fell, breaking his ankle. He was shot.

PROPER ADDRESS OF THE COMPANY.

NAUMKEAG STREET RAILWAY COMPANY.

233 ESSEX STREET, SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Abner C. Goodell, Jr., *President*, Salem, Mass. Willard B. Ferguson, *Superintendent*, Salem, Mass. Henry Wheatland, *Treasurer*, Salem, Mass. Joseph F. Hickey, *Clerk of Corporation*.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Abner C. Goodell, Jr., Salem, Mass. William Mack, Salem, Mass. Henry Wheatland, Salem, Mass. Nathan Nichols, Salem Mass. Charles Odell, Salem, Mass. Charles T. Jenkins, Salem, Mass. Richard P. Waters, Beverly, Mass.

ABNER C. GOODELL, JR.,
WILLIAM MACK,
HENRY WHEATLAND,
CHARLES ODELL,
NATHAN NICHOLS,

Directors.

HENRY WHEATLAND,

Treasurer.

WILLARD B. FERGUSON,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 5, 1883. Then personally appeared Abner C. Goodell, Jr., William Mack, Henry Wheatland, Charles Odell and Willard B. Ferguson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief, and the above-named Nathan Nichols made solemn affirmation to the same.

Before me,

JNO. M. RAYMOND,

Justice of the Peace.

REPORT

OF THE

NEW BEDFORD & FAIRHAVEN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$135,000 00	
Capital stock authorized by votes of company, . . .	135,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$135,000 00
Number of stockholders, . . . . .	. . . 132	
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving, and track, including timber, rails, etc., and laying,	\$81,614 91	
Interest during construction, commissions, discounts, etc.,	897 84	
Engineering, agencies, salaries, and other expenses during construction,	2,486 40	
TOTAL COST OF CONSTRUCTION,		84,999 15
EQUIPMENT.		
Horses,		\$13,539 90
Cars,		20,329 57
Other articles of equipment,		2,228 43
TOTAL COST OF EQUIPMENT,		36,097 90
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$11,800 50
Buildings owned by company needed in operating road,		20,564 40
TOTAL COST OF LAND AND BUILDINGS,		32,364 90
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		153,461 95
Cash assets,		6,245 18
TOTAL PROPERTY AND ASSETS OF COMPANY,		159,707 13
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks,		\$1,964 80
New horses (number, 13),		1,885 00
New cars (number, 6),		3,708 95
Other equipment,		806 00
Land and buildings,		1,867 27
TOTAL ADDITION TO PROPERTY,		10,232 02

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$71,580 94
Received from mails and express,	715 45
Received from sales of manure,	628 80
TOTAL EARNINGS,	72,925 19
Income from other sources :	
Advertising,	10 00
TOTAL INCOME FROM ALL SOURCES,	\$72,935 19
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$618 52
Repairs of cars and other vehicles, harness, and horse-shoeing,	6,172 92
Repairs of buildings,	121 16
Renewal of horses,	1,248 50
Wages and salaries of president, treasurer, superintendent, and their clerks,	3,178 08
Wages and salaries of all other persons employed in operating the road,	25,674 38
Provender,	15,856 39
Taxes, state and local,	1,752 84
Insurance,	501 00
Damages for injuries to persons and property,	941 59
Office expenses, and all other expenses not included above	2,812 05
TOTAL EXPENSE OF OPERATING,	\$58,877 43
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$14,057 76
Interest accrued during the year,	981 72
Dividends declared (5 per cent. for six months on \$75,000, and 4 per cent. for six months on \$135,000),	9,150 00
Balance for the year, or surplus,	3,926 04
Surplus at commencement of year,	20,643 63
TOTAL SURPLUS, Sept. 30, 1883,	24,569 67
INVENTORY OF EQUIPMENT SEPT. 30, 1883.	
Box-cars,	20
Open cars,	12
Horses,	116
Harnesses (pairs of),	27½
Sleighs,	5
Other articles of equipment :	
Baggage car (altered into snow plow),	1
Wagons,	2
Snow sleds,	6
Largest number of horses owned at any time during the year,	116
Smallest number of horses owned at any time during the year,	100
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$84,999 15
Equipment,	36,097 90
Land and buildings,	32,364 90
Cash and cash assets,	6,245 18
TOTAL ASSETS,	\$159,707 13

LIABILITIES.	
Capital stock,	\$135,000 00
Unfunded debt,	137 46
Surplus,	24,569 67
TOTAL LIABILITIES,	\$159,707 13

**Copy of Profit & Loss Account for the Year Ending
Sept. 30, 1883.**

DR.	
To Expenses,	\$58,877 43
Interest,	981 72
Dividends,	9,150 00
Balance carried forward Sept. 30, 1883,	24,569 67
	\$93,578 82
CR.	
By Balance Sept. 30, 1882,	\$20,643 63
Total income,	72,935 19
	\$93,578 82

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	6.339 miles.
Aggregate length of switches, sidings, etc. . . . .	.492 mile.
Total length of track, measured as single track,	6.891 miles.
Total length of track paved (all paved).	
Weight of rail per yard, and description of rail (2.144, steel, 50 pounds per yard; 1.602, iron, 45 pounds per yard; 2.653, iron, 35 pounds per yard.	
Description of the several lines or routes operated by the company:	
From car-house Weld Street, through Purchase, Fourth, Rivet and Water streets to Cove Street, from Fourth through Potomska and Water streets to Rivet Street, and from Fourth through School Street to Front Street.	
From Old Colony Railroad station in Fairhaven through Main Street, across the bridge, and in New Bedford through Middle, North Second, Union, North Sixth, Elm, Summer and Parker streets to Cedar Street, and on William Street from North Second to Purchase Street.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	6.399 miles.

MILES RUN, ETC.

Total number of miles run during the year,	305.982
Total number of passengers carried in the cars,	1,465.025
Total number of round trips for the year,	54,929
Number of persons regularly employed by company,	46
Rates of fare: 5 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	4	-	4
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

October 12, 1882. — A woman fell while leaving car; was not seriously injured.

November 22. — A man jumped from car while in motion; was slightly injured.

January 15, 1883. — A woman became frightened because horses were running, and jumped from car; was not seriously injured.

March 26. — A woman jumped from a car while in motion and was slightly injured.

April 10. — A man standing on platform, fell from car as it was turning from Purchase into Fourth Street; was slightly injured.

PROPER ADDRESS OF THE COMPANY.

NEW BEDFORD & FAIRHAVEN STREET RAILWAY,
NEW BEDFORD, MASS.

NAME AND RESIDENCE OF OFFICERS.

Warren Ladd, *President*, New Bedford, Mass. Andrew G. Pierce, *Treasurer*, New Bedford, Mass. Edward T. Pierce, *Clerk of Corporation*, New Bedford, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Warren Ladd, New Bedford, Mass. Andrew G. Pierce, New Bedford, Mass. George Wilson, New Bedford, Mass. William W. Crapo, New Bedford, Mass. Edward Kilburn, New Bedford, Mass. Weston Howland, Fairhaven, Mass. James V. Cox, Fairhaven, Mass. Samuel P. Burt, Milwaukee, Wis.

WARREN LADD,
GEO. WILSON,
JAMES V. COX,
WESTON HOWLAND,
ANDW. G. PIERCE,
EDWARD KILBURN,
Directors.
ANDW. G. PIERCE,
Treasurer.
WARREN LADD,
President.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. NEW BEDFORD, Oct. 24, 1883. Then personally appeared Weston Howland, who solemnly affirmed, and Warren Ladd, George Wilson, James V. Cox, Andrew G. Pierce, and Edward Kilburn, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LEMUEL T. TERRY,

Justice of the Peace.

REPORT

OF THE

NEWBURYPORT & AMESBURY STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by E. T. Northend, Lessee.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$120,000 00
Capital stock authorized by votes of company,	60,000 00
Capital stock paid (par value of shares, \$100),	\$37,500 00
Number of stockholders,	32
DEBT.	
Funded debt, as follows:	\$24,000 00
Notes due in 1884, rate of interest 7 per cent.	
Unfunded debt, as follows:	750 00
Suspense account,	\$750 00
TOTAL GROSS DEBT,	24,750 00
Amount of cash assets, viz.:	486 45
Cash,	486 45
NET DEBT,	24,263 55
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$60,761 43
LAND AND BUILDINGS.	
Land owned by company not needed in operating road,	\$1,100 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	61,861 43
Cash assets,	486 45
TOTAL PROPERTY AND ASSETS OF COMPANY,	62,347 88
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent,	\$1,650 00
(E. T. Northend, lessee.)	
Income from other sources,	350 00
From E. T. Northend for repairing road,	\$350 00
TOTAL INCOME FROM ALL SOURCES,	2,000 00
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$34 35
Wages and salaries of president, treasurer, superintendent and their clerks,	250 00
Office expenses, and all other expenses not included above,	359 38
TOTAL EXPENSES,	643 73
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE EXPENSES,	\$1,356 27
Interest accrued during the year,	1,680 00
Balance for the year, or deficit,	323 73
Surplus at commencement of year,	421 61
TOTAL SURPLUS Sept. 30, 1883,	97 88

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	8
Open cars,	4
Horses,	54
Harnesses (pairs of),	20
Sleighs,	4
Largest number of horses owned at any time during the year,	65
Smallest number of horses owned at any time during the year,	38
Average number of horses owned during the year, . . .	54

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$60,761 43
Other property,	1,100 00
Cash and cash assets,	486 45
TOTAL ASSETS,	\$62,347 88

LIABILITIES.

Capital stock,	\$37,500 00
Funded debt,	24,000 00
Unfunded debt,	750 00
Surplus,	97 88
TOTAL LIABILITIES,	\$62,347 88

Copy of Profit & Loss Account for the Year ending
Sept. 30, 1883.

DR.

To Expenses,	\$643 73
Interest,	1,680 00
Balance carried forward Sept. 30, 1883,	97 88
	\$2,421 61

CR.

By Balance Sept. 30, 1882,	\$421 61
Total income,	2,000 00
	\$2,421 61

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	6.333 miles.
Aggregate length of switches, sidings, etc., . . . . .	.038 mile.
Total length of track, measured as single track,	6.371 miles.
Weight of rail per yard, and description of rail (30 lbs. T).	
Description of the several lines or routes operated by the lessee:	
From Marlborough Street in Newburyport, to Amesbury Mills.	
Total length of railway measured as single track, not including sidings, etc., operated by this company, . . .	6.333 "

MILES RUN, ETC.	
Total number of miles run during the year,	18,480
Total number of passengers carried in the cars,	106,640
Total number of round trips for the year,	1,440
Number of persons regularly employed by lessee,	17
Rates of fare: 6, 10 and 15 cents.	

PROPER ADDRESS OF THE COMPANY,
 NEWBURYPORT & AMESBURY HORSE RAILROAD COMPANY.
 NEWBURYPORT, MASS.

NAME AND RESIDENCE OF OFFICERS.

William A. Johnson, *President*, Newburyport, Mass. Harvey N. Shepard, *Treasurer*, Boston, Mass. George H. Stevens, *Clerk of Corporation*, Newburyport, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Wm. A. Johnson, Mayor (*ex officio*), Newburyport, Mass. George H. Stevens, Newburyport, Mass. H. G. Johnson, Jr., Newburyport, Mass. M. P. Perley, Newburyport, Mass. George Tilton, Newburyport, Mass. J. B. M. Dickens, Newburyport, Mass. E. Ripley Sibley, Salisbury, Mass. Henry T. Kingsbury, Salisbury, Mass. Harvey N. Shepard, Boston, Mass.

WILLIAM A. JOHNSON,
 GEORGE TILTON,
 HARRISON G. JOHNSON, JR.,
 J. B. M. DICKINS,
 M. P. PERLEY,

Directors.

HARVEY N. SHEPARD,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 15, 1883. Then personally appeared William A. Johnson, President, George Tilton, Harrison G. Johnson, Jr., J. B. M. Dickens, M. P. Perley, a majority of Board of Directors, and Harvey N. Shepard, *Treasurer*, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE H. STEVENS,
Justice of the Peace.

REPORT
OF THE
NORTHAMPTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter;	\$30,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock paid (par value of shares, \$100),	\$50,000 00
Number of stockholders,	12
DEBT.	
Unfunded debt, as follows:	
Accounts payable,	\$5,992 88
TOTAL GROSS DEBT,	5,992 88
Amount of cash assets, viz.:	
Cash,	3 95
NET DEBT,	\$5,988 93
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$46,150 00
EQUIPMENT.	
Horses,	\$1,800 00
Cars,	2,652 50
Other articles of equipment,	600 00
TOTAL COST OF EQUIPMENT,	5,052 50
LAND AND BUILDINGS.	
Land owned by company needed in operating road,	\$1,500 00
Buildings owned by company needed in operating road,	2,600 00
TOTAL COST OF LAND AND BUILDINGS,	4,100 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	55,302 50
Cash assets,	3 95
TOTAL PROPERTY AND ASSETS OF COMPANY,	55,306 45
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (number, 2),	\$300 00
New cars (number, 1),	750 00
TOTAL ADDITION TO PROPERTY,	1,050 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$10,332 99
Received from mails and express,	213 70
Received from sales of manure,	154 00
TOTAL INCOME FROM ALL SOURCES,	10,769 69

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$795 54
Repairs of cars and other vehicles, harness and horse-shoeing,	1,058 36
Renewal of horses,	330 00
Wages and salaries of president, treasurer, superintendent and their clerks,	870 00
Wages and salaries of all other persons employed in operating the road,	2,950 00
Provender,	2,130 95
Taxes, state and local,	85 97
Office expenses, and all other expenses not included above,	1,048 88
TOTAL EXPENSES OF OPERATING,	\$9,269 70
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,430 99
Balance for the year, or surplus,	1,430 99
Deficit at commencement of year,	2,117 42
TOTAL DEFICIT Sept. 30, 1883,	686 43
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	5
Horses,	22
Harnesses (pairs of),	5
Sleighs,	1
Other articles of equipment:	
Snow plow,	1
Largest number of horses owned at any time during the year,	24
Smallest number of horses owned at any time during the year,	20
Average number of horses owned during the year,	22
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$46,150 00
Equipment,	5,052 50
Land and buildings,	4,100 00
Cash and cash assets,	3 95
Deficit,	686 43
TOTAL ASSETS,	\$55,992 88
LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	5,992 88
TOTAL LIABILITIES,	\$55,992 88
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Balance Sept. 30, 1882,	\$2,117 42
Expenses,	9,269 70
	\$11,387 12
Cr.	
By Total income,	\$10,700 69
Balance carried forward Sept. 30, 1883,	686 43
	\$11,387 12

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.20 miles.
Aggregate length of switches, sidings, etc., . . . . .	.03 mile.
Total length of track, measured as single track,	3.23 miles.
Weight of rail per yard, and description of rail (33 pounds tram rail).	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	3.20 "
MILES RUN, ETC.	
Total number of miles run during the year,	37,913
Total number of passengers carried in the cars,	129,440
Total number of round trips for the year,	5,924
Number of persons regularly employed by company,	7
Rates of fare: 6 cents and 12 cents.	

PROPER ADDRESS OF THE COMPANY.
 NORTHAMPTON STREET RAILWAY COMPANY,
 NORTHAMPTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Oscar Edwards, *President*, Northampton, Mass. E. C. Clark, *Superintendent and Treasurer*, Northampton, Mass. M. H. Spaulding, *Clerk of Corporation*, Northampton, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Oscar Edwards, Northampton, Mass. M. H. Spaulding, Northampton, Mass. J. L. Warriner, Northampton, Mass. J. C. Hammond, Northampton, Mass. E. C. Clark, Northampton, Mass.

OSCAR EDWARDS,
 M. H. SPAULDING,
 J. L. WARRINER,
 E. C. CLARK,
 J. C. HAMMOND,
Directors.

E. C. CLARK,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPSHIRE, ss. NORTHAMPTON, Oct. 5, 1883. Then personally appeared Oscar Edwards, M. H. Spaulding, J. L. Warriner, E. C. Clark, and J. C. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN WHITTELEY.
Justice of the Peace.

REPORT

OF THE

NORTH WOBURN STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.			
CAPITAL STOCK.			
Capital stock authorized by charter,	\$50,000 00		
Capital stock authorized by votes of company,	25,000 00		
Capital stock paid (par value of shares, \$100),		\$25,000 00	
Number of stockholders,	13		
DEBT.			
Unfunded debt, as follows:		\$4,400 00	
Notes and mortgages.			
TOTAL GROSS DEBT,		4,400 00	
Amount of cash assets, viz.:		153 37	
Cash,	\$113 37		
Supplies,	40 00		
NET DEBT,		4,246 63	
PERMANENT INVESTMENTS.			
TOTAL COST OF CONSTRUCTION,		\$25,550 00	
EQUIPMENT.			
Horses,		\$700 00	
Cars,		1,000 00	
Other articles of equipment,		250 00	
TOTAL COST OF EQUIPMENT,		1,950 00	
LAND AND BUILDINGS.			
Land owned by company needed in operating road,		\$200 00	
Buildings owned by company needed in operating road,		1,300 00	
TOTAL COST OF LAND AND BUILDINGS,		1,500 00	
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		29,000 00	
Cash assets,		153 37	
TOTAL PROPERTY AND ASSETS OF COMPANY,		29,153 37	
REVENUE FOR THE YEAR.			
Received from passengers on railways operated by this company,		\$3,180 53	
Received from mails and express,		125 00	
Received from sales of manure,		40 00	
TOTAL EARNINGS,		3,345 53	
Income from other sources:			
Railroad iron,		131 29	
TOTAL INCOME FROM ALL SOURCES,		\$3,476 82	

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$785 23
Repairs of cars and other vehicles, harness, and horse-shoeing,	242 06
Renewal of horses,	80 00
Wages and salaries of all other persons employed in operating the road,	1,256 00
Provender,	845 21
Taxes, state and local,	43 21
Insurance,	24 50
Office expenses, and all other expenses not included above,	211 89
TOTAL EXPENSES OF OPERATING,	\$3,488 10
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET DEFICIT ABOVE OPERATING EXPENSES,	\$11 28
Interest accrued during the year,	275 35
Balance for the year, or deficit,	286 63
Surplus at commencement of year,	40 00
TOTAL DEFICIT SEPT. 30, 1883.	246 63
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	3
Horses,	5
Harnesses (pairs of),	4
Sleighs,	2
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$25,550 00
Equipment,	1,950 00
Land and buildings,	1,500 00
Cash and cash assets,	153 37
Deficit,	246 63
TOTAL ASSETS,	\$29,400 00
LIABILITIES.	
Capital stock,	\$25,000 00
Unfunded debt,	4,400 00
TOTAL LIABILITIES,	\$29,400 00
Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Balance Sept. 30, 1882,	\$3,488 10
Expenses,	275 35
	\$3,763 45
Cr.	
By Balance Sept. 30, 1882,	\$40 00
Total income,	3,476 82
Balance carried forward Sept. 30, 1883,	246 63
	\$3,763 45

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	2.69 miles.
Total length of track, measured as single track,	2.69 "
Total length of track paved, . . . . .	.34 mile.
Weight of rail per yard, and description of rail (41 T and 34 street rail).	
Description of the several lines or routes operated by the company:	
Single track from Woburn Centre to North Woburn.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	2.69 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	19,427
Total number of passengers carried in the cars,	71,429
Total number of round trips for the year,	3,611
Number of persons regularly employed by company,	3
Rates of fare: 10 cents and 6 cents.	

PROPER ADDRESS OF THE COMPANY.

NORTH WOBURN STREET RAILROAD COMPANY,
WOBURN, MASS.

NAME AND RESIDENCE OF OFFICERS.

John R. Carter, *President*, Woburn, Mass. Dexter Carter, *Superintendent*, Woburn, Mass. John R. Carter, *Treasurer*, Woburn, Mass. John G. Maguire, *Clerk of Corporation*, Woburn, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John R. Carter, Woburn, Mass. Dexter Carter, Woburn, Mass. John G. Maguire, Woburn, Mass. William W. Hill, Woburn, Mass. John Nelson, Woburn, Mass.

JOHN R. CARTER,
WILLIAM W. HILL,
DEXTER CARTER,
Directors.
JOHN R. CARTER,
Treasurer.
DEXTER CARTER,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, SS. Nov. 6, 1883. Then personally appeared John R. Carter, William W. Hill and Dexter Carter, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN G. MAGUIRE.
Justice of the Peace.

REPORT

OF THE

SALEM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Naumkeag Street Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$150,000 00	
Capital stock authorized by votes of company, . . .	150,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$150,000 00
Number of stockholders,	63	
DEBT.		
FUNDED DEBT, as follows:		\$34,100 00
Mortgage bonds due 1885, rate interest 6 per cent.	\$34,100 00	
Unfunded debt, as follows:		37,700 00
Ledger account,	37,700 00	
TOTAL GROSS DEBT,		71,800 00
Amount of cash assets, viz:		34,327 43
Cash,	94 69	
Debit balances,	34,232 74	
NET DEBT,		37,472 57
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$203,569 52
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .		\$5,283 84
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .		208,853 36
Cash assets,		34,327 43
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .		243,180 79
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent, . . .		\$100 00
Naumkeag Street Railway Co.		
TOTAL INCOME FROM ALL SOURCES,		100 00
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Office expenses, and all other expenses not included above, . . .		\$100 00
TOTAL EXPENSES,		100 00

NET INCOME, DIVIDENDS, ETC.	
Surplus at commencement of year,	\$21,380 79
TOTAL SURPLUS, Sept. 30, 1883,	21,380 79
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$203,569 52
Land and buildings,	5,283 84
Other property,	34,327 43
TOTAL ASSETS,	\$243,180 79
LIABILITIES.	
Capital stock,	\$150,000 00
Funded debt,	34,100 00
Unfunded debt,	37,700 00
Surplus,	21,380 79
TOTAL LIABILITIES,	\$243,180 79
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$100 00
Balance carried forward Sept. 30, 1883,	21,380 79
	\$21,480 79
Cr.	
By Balance Sept. 30, 1882,	\$21,380 79
Total income,	100 00
	\$21,480 79
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	7.785 miles.
Aggregate length of switches, sidings, etc., . . . . .	.763 mile.
Total length of track, measured as single track,	8.548 miles.
Total length of track paved,	7.426 "

PROPER ADDRESS OF THE COMPANY.

SALEM STREET RAILWAY,
233 ESSEX STREET, SALEM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Benjamin W. Russell, *President*, Salem, Mass. William Mack, *Treasurer*, Salem, Mass. Henry Wheatland, *Clerk of Corporation*, Salem, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Benjamin W. Russell, Salem, Mass. William Mack, Salem, Mass. Henry Wheatland, Salem, Mass. Samuel P. Andrews, Salem, Mass. Lina Goodell, Salem, Mass.

WILLIAM MACK,
HENRY WHEATLAND,
BENJAMIN W. RUSSELL,
SAM'L P. ANDREWS,
LINA GOODELL,

Directors.

WILLIAM MACK,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. Nov. 6, 1883. Then personally appeared William Mack, Henry Wheatland, Benjamin W. Russell, Lina Goodell and Samuel P. Andrew, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES ODELL,

Justice of the Peace.

REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Cambridge Railway Company.]

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$153,000 00	
Capital stock authorized by votes of company, . . .	153,000 00	
Capital stock paid (par value of shares, \$50), . . .		\$153,000 00
Number of stockholders,	104	
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$153,000 00
TOTAL PROPERTY AND ASSETS OF COMPANY,		153,000 00
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension, relocation, and relaying of tracks (number of feet, 13,106.4),		\$40,057 62
(As per bill from Union Railway Company).		
TOTAL ADDITION TO PROPERTY,		40,057 62
Property sold or reduced in valuation on the books, viz.: . . .		57 62
Balance of above item,	\$57,52	
NET ADDITION TO PROPERTY FOR THE YEAR,		40,000 00
REVENUE FOR THE YEAR.		
Received from other railways as tolls or rent:		\$7,580 00
Cambridge Railroad Company,	\$6,680 00	
Middlesex Railroad Company,	900 00	
Income from other sources:		417 75
Interest on stock sold,	\$167 75	
Union Railway Company, for balance of expenses for the year,	250 00	
TOTAL INCOME FROM ALL SOURCES,		7,997 75
EXPENSES FOR OPERATING THE RAILWAY FOR THE YEAR.		
Office expenses, and all other expenses not included above (including \$57.62, reduction in property accounts), . . .		\$417 75
TOTAL EXPENSES,		417 75
NET INCOME, DIVIDENDS, ETC.		
TOTAL NET INCOME ABOVE EXPENSES,		\$7,580 00
Dividends declared, 6 per cent. for the year,		7,580 00

General Balance Sheet, Sept. 30, 1883.

ASSETS.

Construction,	\$153,000 00
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TOTAL ASSETS,	\$153,000 00
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LIABILITIES.

Capital stock,	\$153,000 00
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TOTAL LIABILITIES,	\$153,000 00
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Copy of Profit and Loss Account for the Year ending
Sept. 30, 1883.

DR.

To Expenses,	\$417 75
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Dividends,	7,580 00
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	\$7,997 75
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CR.

By Total income,	\$7,997 75
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	\$7,997 75
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DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	4.879 miles.
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Aggregate length of switches, sidings, etc.,526 mile.
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Total length of track, measured as single track,	5.405 miles.
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PROPER ADDRESS OF THE COMPANY.

SOMERVILLE HORSE RAILROAD COMPANY,

27 TREMONT ROW, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

Samuel E. Sewall, *President*, Melrose, Mass. C. W. Studley, *Treasurer and Clerk of Corporation*, Beverly, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Samuel E. Sewall, Melrose, Mass. Charles E. Powers, Boston, Mass.
 Josiah Q. Bennett, Cambridge, Mass. Reuben E. Demmon, Boston, Mass.
 C. W. Studley, Beverly, Mass.

S. E. SEWALL,
 CHARLES E. POWERS,
 JOSIAH Q. BENNETT,
Directors.
 C. W. STUDLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. Nov. 9, 1883. Then personally appeared S. E. Sewall, Charles E. Powers, Josiah Q. Bennett, C. W. Studley, and severally made oath that the foregoing statement by them subscribed, is in accordance with the books and general balance sheet of the company, to their best knowledge and belief.

JOSEPH M. PATTEN,

Justice of the Peace.

REPORT

OF THE

SOUTH BOSTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$750,000 00	
Capital stock authorized by votes of company,	750,000 00	
Capital stock paid (par value of shares, \$50),		\$750,000 00
Number of stockholders,	461	
DEBT.		
Unfunded debt, as follows:		\$117,036 14
Notes payable,	\$107,932 33	
Accounts payable,	9,103 81	
TOTAL GROSS DEBT,		\$117,036 14
Amount of cash assets, viz.:		44,568 44
Cash,	\$2,219 44	
Supplies,	36,040 72	
Debit balances,	6,308 28	
NET DEBT,		\$72,467 70
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$293,798 14
EQUIPMENT.		
Horses,		\$96,250 00
Cars,		118,300 00
Other articles of equipment,		33,951 10
TOTAL COST OF EQUIPMENT,		248,501 10
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$305,592 49
TOTAL COST OF LAND AND BUILDINGS,		305,592 49
OTHER PROPERTY.		
House and land on Fourth Street,		\$10,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		857,891 73
Cash assets,		44,568 44
TOTAL PROPERTY AND ASSETS OF COMPANY,		902,460 17
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Extension of tracks (number of feet, 1,169),		\$3,507 00
New cars (number, 3),		3,195 00
Other equipment,		1,841 35
TOTAL ADDITION TO PROPERTY,		8,543 35

Property sold or reduced in valuation on the books, viz. :	\$20,263 50
Equipment sold,	\$96 00
Depreciation car account,	14,805 00
Reduction, horses (39),	5,362 50
NET REDUCTION TO PROPERTY FOR THE YEAR,	11,720 15
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$449,548 85
Received from other railways as tolls or rent:	2,109 19
Middlesex Railroad Company,	\$539 59
Metropolitan Railroad Company,	1,569 60
Received from sales of manure,	1,999 23
TOTAL EARNINGS,	453,657 27
Income from other sources,	913 48
Miscellaneous sources,	\$363 52
Rents,	549 96
TOTAL INCOME FROM ALL SOURCES,	\$454,570 75
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$9,228 39
Repairs of cars and other vehicles, harness and horse-shoeing,	30,072 24
Repairs of buildings,	3,124 58
Renewal of horses,	13,895 50
Wages and salaries of president, treasurer, superintendent and their clerks,	9,859 17
Wages and salaries of all other persons employed in operating the road,	168,910 34
Provender,	79,297 98
Taxes, state and local,	16,004 17
Rent and tolls paid other companies for use of their roads:	10,258 10
Metropolitan Railroad,	\$10,258 10
Insurance,	2,217 77
Damages for injuries to persons and property,*	3,108 28
Office expenses, and all other expenses not included above,	26,767 60
TOTAL EXPENSES OF OPERATING,	\$372,744 12
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$81,826 63
Interest accrued during the year,	6,868 53
Dividends declared, 8 per cent. for the year,	60,000 00
Balance for the year, or surplus,	14,958 10
Surplus at commencement of year,	\$35,270 93
Deduct: for depreciation as per vote of directors,	14,805 00
TOTAL SURPLUS Sept. 30, 1883,	20,465 93
TOTAL SURPLUS Sept. 30, 1883,	35,424 03
INVENTORY OF EQUIPMENT SEPT. 30, 1883.	
Box-cars,	86
Open cars,	83
Horses,	700
Harnesses (pairs of),	252
Other articles of equipment:	
8 snow-plows, 36 snow-sleds, 1 sand car, 4 tip carts, 4 snow-levellers, 5 wagons, 2 caravans, 3 pungs, 5 carriages, 2 sleighs, tools in paint, wood, blacksmith and harness shops, office and stable furniture.	
Largest number of horses owned at any time during the year,	753
Smallest number of horses owned at any time during the year,	694
Average number of horses owned during the year,	727

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$293,798 14
Equipment,	248,501 10
Land and buildings,	305,592 49
Other property,	10,000 00
Cash and cash assets,	44,568 44
TOTAL ASSETS,	\$902,460 17

LIABILITIES.

Capital stock,	\$750,000 00
Unfunded debt,	117,036 14
Surplus,	35,424 03
TOTAL LIABILITIES,	\$902,460 17

Copy of Profit & Loss Account for the Year ending
Sept. 30, 1883.

Dr.

To Expenses,	\$372,744 12
Interest,	6,868 53
Dividends,	60,000 00
Depreciation,	14,805 00
Balance carried forward Sept. 30, 1883,	35,424 03
	\$489,841 68

Cr.

By Balance Sept. 30, 1882,	\$35,270 93
Total income,	454,570 75
	\$489,841 68

DESCRIPTION OF RAILWAY.

Length of railway owned by company, measured as a single track, exclusive of sidings,	12.451 miles.
Aggregate length of switches, sidings, etc., . . . . .	.205 mile.
Total length of track, measured as single track,	12.656 miles.
Total length of track paved (all paved).	
Weight of rail per yard, and description of rail (42, 45, 47, 50 and 60 pounds).	
Description of the several lines or routes operated by the company:	
City Point to Brattle Street, also Scollay Square.	
City Point to Park Square (Dover Street line).	
Bay View to Brattle Street, also Scollay Square.	
Dorchester Street to Brattle Street, also Scollay Square.	
K Street to Summer Street, also Scollay Square and Brattle Street.	
Bay View to Summer Street.	
Northern to Southern Depots.	

Length of railway belonging to other companies, measured as single track, not including sidings, etc., operated by this company, *or over which this company runs its cars*, with description of same:

	Metro. track.
City Point, K Street and Dorchester Street to Scollay Square, use per round trip,	10,191 feet.
City Point, K Street and Dorchester Street, to Brattle Street, use per round trip,	11,257 "
Bay View to Scollay Square, use per round trip,	11,934 "
Bay View to Brattle Street, use per round trip,	11,257 "
City Point to Park Square, use per round trip,	7,404 "
Northern to Southern Depot, use per round trip,	10,845 "
Northern to Southern Depot, use 1,064 feet Middlesex track.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	14,551 miles.

MILES RUN, ETC.

Total number of miles run during the year,	1,381,790
Total number of passengers carried in the cars,	9,305,738
Total number of round trips for the year,	227,848
Number of persons regularly employed by company,	311
Rates of fare: 6 cents; 5 tickets for 25 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	4	-	1	-	5
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

October 10, 1882. — Man hurt foot by falling from car.

January 19, 1883. — F. J. Hogan fell under car; leg amputated.

June 16. — Boy fell under car; leg broken.

July 20. — Man fell from front platform; broke right arm.

September 14. — Man fell from car; broke his arm.

PROPER ADDRESS OF THE COMPANY,
SOUTH BOSTON RAILROAD COMPANY,
715 BROADWAY, SOUTH BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

J. B. Crosby, *President*, 168 West Canton Street, Boston, Mass. Daniel Coolidge, *Superintendent*, 552 Broadway, South Boston, Mass. William Reed, *Treasurer and Clerk of Corporation*, 49 M Street, South Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

J. B. Crosby, 168 West Canton Street, Boston, Mass. James C. Davis, Forest Hill Street, Boston, Mass. N. J. Rust, 26 Hancock Street, Boston, Mass. Geo. W. W. Dove, Andover, Mass. Ezra H. Baker, 117 Commonwealth Avenue, Boston, Mass. Henry H. Fay, 328 Beacon Street, Boston, Mass. M. Anagnos, 535 Broadway, South Boston, Mass.

J. B. CROSBY,
N. J. RUST,
M. ANAGNOS,
JAMES C. DAVIS,
G. W. W. DOVE,
H. H. FAY,
EZRA H. BAKER,

Directors.

WILLIAM REED,

Treasurer.

DANIEL COOLIDGE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, Oct. 20, 1883. Then personally appeared J. B. Crosby, N. J. Rust, M. Anagnos, Geo. W. W. Dove, William Reed, Daniel Coolidge, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

JAMES C. DAVIS,

Justice of the Peace.

REPORT

OF THE

SPRINGFIELD STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$125,000 00	
Capital stock authorized by votes of company,	125,000 00	
Capital stock paid (par value of shares, \$100),		\$125,000 00
Number of stockholders,	46	
DEBT.		
Unfunded debt, as follows:		\$13,288 82
Notes payable,	\$10,486 06	
Unredeemed tickets,	2,802 76	
TOTAL GROSS DEBT,		13,288 82
Amount of cash assets, viz.:		
Supplies,	\$3,260 02	
Debit balances,	1,881 05	
		5,141 07
NET DEBT,		\$8,147 75
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$85,372 55
EQUIPMENT.		
Horses,		\$11,474 66
Cars,		16,912 68
Other articles of equipment,		4,052 12
TOTAL COST OF EQUIPMENT,		32,439 46
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road,		\$48,284 75
TOTAL COST OF LAND AND BUILDINGS,		48,284 75
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		166,096 76
Cash assets,		5,141 07
TOTAL PROPERTY AND ASSETS OF COMPANY,		171,237 83
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 10),		\$1,500 00
New cars (number, 2),		1,096 00
Other equipment,		105 00
TOTAL ADDITION TO PROPERTY,		2,701 00
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$62,125 89
Received from sales of manure,		723 34

TOTAL EARNINGS,	\$62,849 23
Income from other sources:	949 17
Advertising, \$22 50	
Rents, 926 67	
TOTAL INCOME FROM ALL SOURCES,	63,798 40

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$3,003 40
Repairs of cars and other vehicles, harness and horse-shoeing,	5,449 08
Repairs of buildings,	314 43
Renewal of horses,	1,726 90
Wages and salaries of president, treasurer, superintendent and their clerks,	3,227 00
Wages and salaries of all other persons employed in operating the road,	21,081 49
Provender,	12,259 19
Taxes, state and local,	2,446 28
Insurance,	429 12
Damages for injuries to persons and property,	701 20
Office expenses, and all other expenses not included above,	1,507 67
TOTAL EXPENSES OF OPERATING,	52,145 76

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$11,652 64
Interest accrued during the year,	518 66
Dividends declared 8 per cent. for the year,	10,000 00
Balance for the year, or surplus,	1,133 98
Surplus at commencement of year,	31,815 03
Surplus at commencement of year as changed by aforesaid entries,	31,815 03
TOTAL SURPLUS Sept. 30, 1883,	31,815 03
	32,949 01

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	16
Open cars,	6
Horses,	96
Harnesses (pairs of),	35
Omnibuses,	4
Sleighs,	5
Other articles of equipment:	
Snow-plough, wagons, carts,	98
Largest number of horses owned at any time during the year,	86
Smallest number of horses owned at any time during the year,	91
Average number of horses owned during the year,	

General Balance Sheet Sept. 30, 1883.

ASSETS.	
Construction,	\$85,372 55
Equipment,	32,439 46
Land and buildings,	48,284 75
Cash and cash assets,	5,141 07
TOTAL ASSETS,	\$171,237 83
LIABILITIES.	
Capital stock,	\$125,000 00
Unfunded debt,	10,486 06
Surplus,	32,949 01
Unredeemed tickets,	2,802 76
TOTAL LIABILITIES,	\$171,237 83

Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$52,145 76
Interest,	518 66
Dividends,	10,000 00
Balance carried forward, Sept. 30, 1883,	32,949 01
	<hr/> \$95,613 43 <hr/>
Cr.	
By Balance Sept. 30, 1882,	\$31,815 03
Total income,	63,798 40
	<hr/> \$95,613 43 <hr/>

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	5.58 miles.
Aggregate length of switches, sidings, etc.,	2.15 "
Total length of track, measured as single track,	7.73 "
Total length of track paved,	7.26 "
Weight of rail per yard, and description of rail (33 and 36 pounds per yard, wrought iron.)	
Description of the several lines or routes operated by the company:	
From Wason Avenue, on North Main Street, on Main Street, to Locust Street, thence on Locust Street to Mill River,	3.03 "
From Main Street, on State Street, to Boston road,	1.34 "
From State Street, on Maple Street, to Central Street, thence on Central Street to U. S. water shops,	1.21 "
Total length of railway measured as single track, not including sidings, etc., operated by this company,	5.58 "
MILES RUN, ETC.	
Total number of miles run during the year,	231,358
Total number of passengers carried in the cars,	1,190,508
Total number of round trips for the year,	48,334
Number of persons regularly employed by company,	46
Rates of fare: cash fare, 7 cents; 5 tickets for 25 cents.	

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD STREET RAILWAY COMPANY,

SPRINGFIELD, MASS.

NAMES AND RESIDENCE OF OFFICERS.

John Olmsted, *President*, Springfield, Mass. F. E. King, *Superintendent*, Springfield, Mass. A. E. Smith, *Treasurer*, Springfield, Mass. Gideon Wells, *Clerk of Corporation*, Springfield, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

John Olmsted, G. M. Atwater, C. L. Covell, James Kirkham, Homer Foot,
— all of Springfield, Mass.

JOHN OLMSTED,
HOMER FOOT,
G. M. ATWATER,
C. L. COVELL,
JAMES KIRKHAM,
Directors.
A. E. SMITH,
Treasurer.
F. E. KING,
Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. Oct. 11, 1883. Then personally appeared John Olmsted, Homer Foot, G. M. Atwater, C. L. Covill, James Kirkham, A. E. Smith and F. E. King, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWIN F. LYFORD,
Justice of the Peace.

REPORT

OF THE

STONEHAM STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter, . . .	\$50,000 00	
Capital stock authorized by votes of company, . . .	33,000 00	
Capital stock paid (par value of shares, \$100), . . .		\$33,000 00
Number of stockholders,	16	
PERMANENT INVESTMENTS.		
TOTAL COST OF CONSTRUCTION,		\$33,600 00
EQUIPMENT.		
Horses,		\$3,846 09
Cars,		3,643 27
Other articles of equipment,		806 44
TOTAL COST OF EQUIPMENT,		8,295 80
LAND AND BUILDINGS.		
Land owned by company needed in operating road, . . .		\$500 00
Buildings owned by company needed in operating road, . . .		2,929 83
TOTAL COST OF LAND AND BUILDINGS,		3,429 83
OTHER PROPERTY.		
Real estate not needed in operating road,		\$1,629 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		46,954 63
Cash assets,		1,168 30
TOTAL PROPERTY AND ASSETS OF COMPANY,		48,122 93
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New horses (number, 2),		\$410 00
Other equipment,		267 87
TOTAL ADDITION TO PROPERTY,		677 87
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$18,961 18
Received from mails and express,		187 50
Received from sales of manure,		300 00
TOTAL EARNINGS,		19,448 68
Income from other sources,		187 76
Interest,	\$187 76	
TOTAL INCOME FROM ALL SOURCES,		19,636 44
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$1,080 29
Repairs of cars and other vehicles, harness and horse-shoeing,		1,417 93
Repairs of buildings,		630 46
Renewal of horses,		475 00

Wages and salaries of president, treasurer, superintendent, and their clerks,	\$500 00
Wages and salaries of all other persons employed in operating the road,	4,615 98
Provender,	3,485 02
Taxes, state and local,	297 46
Insurance,	90 80
Office expenses, and all other expenses not included above,	2,042 07
TOTAL EXPENSES OF OPERATING,	\$14,635 01
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$5,001 43
Dividends declared (6 per cent. for the year),	1,980 00
Balance for the year, or surplus,	3,021 43
Surplus at commencement of year,	\$19,101 50
Deduct: amount paid for damages to persons and property (law suit settled),	7,000 00
Surplus at commencement of year as changed by aforesaid entries,	12,101 50
TOTAL SURPLUS SEPT. 30, 1883,	15,122 93
INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.	
Box-cars,	6
Open cars,	3
Horses,	29
Harnesses (pairs of),	9
Sleighs,	1
Other articles of equipment:	
Snow-plow,	1
Largest number of horses owned at any time during the year,	29
Smallest number of horses owned at any time during the year,	27
Average number of horses owned during the year,	28
General Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Construction,	\$33,600 00
Equipment,	8,295 80
Land and buildings,	3,429 83
Other property,	1,629 00
Cash and cash assets,	1,168 30
TOTAL ASSETS,	\$48,122 93
LIABILITIES.	
Capital stock,	\$33,000 00
Surplus,	15,122 93
TOTAL LIABILITIES,	\$48,122 93
Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$14,635 01
Dividends,	1,980 00
Damage to persons and property,	7,000 00
Balance carried forward Sept. 30, 1883,	15,122 93
	\$38,737 94

Cr.		
By Balance Sept 30, 1882,	. . . . .	\$19,101 50
Total income,	. . . . .	19,636 44
		<u>\$38,737 94</u>
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings,	. . . . .	2.68 miles.
Aggregate length of switches, sidings, etc.,	. . . . .	.05 "
Total length of track, measured as single track,	. . . . .	2.73 "
Weight of rail per yard, and description of rail (33 pounds),		
Description of the several lines or routes operated by the company:		
From Stoneham Centre to Highland Station, Boston & Maine Railroad.		
Total length of railway measured as single track, not including sidings, etc., operated by this company,	. . . . .	2.68 "
MILES RUN, ETC.		
Total number of miles run during the year,	. . . . .	48,500
Total number of passengers carried in the cars,	. . . . .	216,608
Total number of round trips for the year,	. . . . .	9,700
Number of persons regularly employed by company,	. . . . .	12
Rates of fare: 10 cents.		

PROPER ADDRESS OF THE COMPANY.

STONEHAM STREET RAILROAD COMPANY,

STONEHAM, MASS.

NAME AND RESIDENCE OF OFFICERS.

Alonzo V. Lynde, *President*, Melrose, Mass. Lyman Dike, *Superintendent*,
Treasurer and Clerk of Corporation, Stoneham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Alonzo V. Lynde, Melrose, Mass. Lyman Dike, Stoneham, Mass. John Hill, Stoneham, Mass. Wm. Hurd, Stoneham, Mass. Geo. W. Dike, Stoneham, Mass. Onslow Gilmore, Stoneham, Mass. Chas. H. Brown, Stoneham, Mass.

ALONZO V. LYNDE,
 LYMAN DIKE,
 JOHN HILL,
 WM. HURD,
 C. H. BROWN,
 ONSLOW GILMORE,
Directors.
 LYMAN DIKE,
Treasurer & Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 26, 1883. Then personally appeared Alonzo V. Lynde, Lyman Dike, John Hill, William Hurd, C. H. Brown and Onslow Gilmore, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

A. SELWYN LYNDE,

Justice of the Peace.

REPORT
OF THE
TAUNTON STREET RAILWAY COMPANY,
FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter, . . .	\$75,000 00
Capital stock authorized by votes of company, . . .	40,000 00
Capital stock paid (par value of shares, \$100), . . .	\$40,000 00
Number of stockholders,	113
DEBT.	
Unfunded debt, as follows:	\$6,000 00
Notes payable,	
TOTAL GROSS DEBT,	6,000 00
Amount of cash assets, viz.:	4,152 49
NET DEBT,	\$1,847 41
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$24,000 00
EQUIPMENT. *	
Horses,	\$3,820 00
Cars,	10,145 00
Other articles of equipment,	500 00
TOTAL COST OF EQUIPMENT,	14,465 00
LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$8,000 00
TOTAL COST OF LAND AND BUILDINGS,	8,000 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	46,465 00
Cash assets,	4,152 59
TOTAL PROPERTY AND ASSETS OF COMPANY,	50,617 59
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New cars (number, 1),	\$1,145 00
TOTAL ADDITION TO PROPERTY,	1,145 00
Property sold or reduced in valuation on the books, viz.: . .	680 00
6 horses,	\$680 00
NET ADDITION TO PROPERTY FOR THE YEAR,	465 00
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company,	\$25,315 53
TOTAL INCOME FROM ALL SOURCES,	25,315 53

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track,	\$1,258 98
Repairs of cars and other vehicles, harness and horse-shoeing,	1,765 50
Repairs of buildings,	225 00
Renewal of horses,	608 80
Wages and salaries of president, treasurer, superintendent, and their clerks,	1,200 00
Wages and salaries of all other persons employed in operating the road,	7,535 64
Provender,	5,792 80
Taxes, state and local,	363 23
Insurance,	206 55
Damages for injuries to persons and property,	30 00
Office expenses and all other expenses not included above,	1,665 85
TOTAL EXPENSES OF OPERATING,	20,652 35

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	
Interest accrued during the year,	\$4,663 18
Dividends declared, 6 per cent. for the year,	385 83
Balance for the year, or surplus,	2,400 00
Surplus at commencement of year,	1,877 35
TOTAL SURPLUS, Sept. 30, 1883,	2,740 24
TOTAL SURPLUS, Sept. 30, 1883,	4,617 59

INVENTORY OF EQUIPMENT SEPT. 30, 1883.

Box-cars,	8
Open cars,	6
Horses,	39
Harnesses (pairs of),	15
Sleighs,	3
Other articles of equipment :	

1 plow, 1 water-car, 1 snow-leveiler, wagons, etc.

Largest number of horses owned at any time during the year,	45
Smallest number of horses owned at any time during the year,	39

General Balance Sheet Sept. 30, 1883.

ASSETS.	
Construction,	\$24,000 00
Equipment,	14,465 00
Land and buildings,	8,000 00
Cash and cash assets,	4,152 59
TOTAL ASSETS,	\$50,617 59
LIABILITIES.	
Capital stock,	\$40,000 00
Unfunded debt,	6,000 00
Surplus,	4,617 59
TOTAL LIABILITIES,	\$50,617 59

Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.

Dr.	
To Expenses,	\$20,652 35
Interest,	385 83
Dividends,	2,400 00
Balance carried forward Sept. 30, 1883,	4,617 59
	\$28,055 77

Cr.	
By Balance Sept. 30, 1882,	\$2,740 24
Total income,	25,315 53
	<hr/> \$28,055 77 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	4.09 miles.
Aggregate length of switches, sidings, etc.,	.284 mile.
Total length of track, measured as single track,	4.374 miles.
Weight of rail per yard, and description of rail (24 pounds O'Brien).	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	4.09 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	92,832
Total number of passengers carried in the cars,	482,340
Total number of round trips for the year,	16,052
Number of persons regularly employed by company,	15
Rates of fare: From April 1, 20 tickets for \$1; 6 cents single.	

PROPER ADDRESS OF THE COMPANY.

TAUNTON STREET RAILWAY COMPANY.

TAUNTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William C. Lovering, *President*, Taunton, Mass. George C. Morse, *Superintendent*, Taunton, Mass. Henry M. Lovering, *Treasurer*, Taunton, Mass. Orville A. Barker, *Clerk of Corporation*.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

Henry G. Reed, A. J. Barker, William C. Lovering, William H. Phillips, Henry M. Lovering, P. I. Perrin, H. W. Church, Charles Foster, N. H. Skinner, S. N. Staples, — all of Taunton, Mass.

WILLIAM C. LOVERING,
H. W. CHURCH,
N. H. SKINNER,
H. G. REED,
P. I. PERRIN,
A. J. BARKER,
HENRY M. LOVERING,

Directors.

HENRY M. LOVERING,

Treasurer.

GEO. C. MORSE,

Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

BRISTOL, ss. TAUNTON, Oct. 8, 1883. Then personally appeared William C. Lovering, H. W. Church, N. H. Skinner, H. G. Reed, P. I. Perrin, A. J. Barker, and Henry M. Lovering, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LLOYD E. WHITE,
Justice of the Peace.

REPORT

OF THE

WALTHAM & NEWTON STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$30,000 00	
Capital stock authorized by votes of company,	30,000 00	
Capital stock paid (par value of shares, \$100),		\$30,000 00
Number of stockholders,	86	
DEBT.		
Unfunded debt, as follows:		\$19,100 00
Bills payable,	\$19,100 00	
Amount of cash assets, viz.:		1,113 50
NET DEBT,		17,986 50
PERMANENT INVESTMENTS.		
RAILWAY.		
TOTAL COST OF CONSTRUCTION,		\$37,493 41
EQUIPMENT.		
Horses,		\$1,500 00
Cars,		4,179 75
Other articles of equipment,		2,064 62
TOTAL COST OF EQUIPMENT,		7,744 37
LAND AND BUILDINGS.		
Land owned by company needed in operating road,		\$500 00
Buildings owned by company needed in operating road,		2,948 88
TOTAL COST OF LAND AND BUILDINGS,		3,448 88
TOTAL AMOUNT OF PERMANENT INVESTMENTS,		48,686 66
Cash assets,		1,113 50
TOTAL PROPERTY AND ASSETS OF COMPANY,		49,800 16
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
New cars (number, two),		\$1,954 75
TOTAL ADDITION TO PROPERTY,		1,954 75
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company,		\$11,048 53
Received from mails and express,		50 00
Received from sales of manure,		75 00
TOTAL INCOME FROM ALL SOURCES,		11,173 53
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of road-bed and track,		\$2,213 44
Repairs of cars and other vehicles, harness, and horse-shoeing,		236 72

Wages and salaries of president, treasurer, superintendent and their clerks,	\$840 00
Wages and salaries of all other persons employed in operating the road,	2,856 67
Provender,	1,674 76
Taxes, state and local,	46 12
Insurance,	48 75
Office expenses, and all other expenses not included above,	2,041 04
TOTAL EXPENSES OF OPERATING,	9,957 50

NET INCOME, DIVIDENDS, ETC.

TOTAL NET INCOME ABOVE OPERATING EXPENSES,	\$1,216 03
Balance for the year, or surplus,	1,216 03
Deficit at commencement of year,	515 87
TOTAL SURPLUS, Sept. 30, 1883,	700 16

INVENTORY OF EQUIPMENT SEPTEMBER 30, 1883.

Box-cars,	4
Open cars,	2
Horses,	12
Harnesses (pairs of),	5
Omnibuses,	2
Sleighs,	3
Largest number of horses owned at any time during the year,	13
Smallest number of horses owned at any time during the year,	11
Average number of horses owned during the year,	12

General Balance Sheet Sept. 30, 1883.

ASSETS.

Construction,	\$37,493 41
Equipment,	7,744 37
Land and buildings,	3,448 88
Cash and cash assets,	1,113 50
TOTAL ASSETS,	\$49,800 16

LIABILITIES.

Capital stock,	\$30,000 00
Unfunded debt,	19,100 00
Surplus,	700 16
TOTAL LIABILITIES,	\$49,800 16

Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.

Dr.

To Balance Sept. 30, 1882,	\$515 87
Expenses,	9,957 50
Balance carried forward Sept. 30, 1883,	700 16
	\$11,173 53

Cr.

By Total income,	\$11,173 53
	\$11,173 53

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	3.211 miles.
Aggregate length of switches, sidings, etc., . . . . .	.16 mile.
Total length of track, measured as single track,	3.371 miles.
Total length of track paved,	750 feet.
Description of the several lines or routes operated by the company:	
One single track extending from Weston Street, Waltham, to Highland Street, West Newton.	
Total length of railway measured as a single track, not including sidings, etc., operated by company,	3.211 miles.
MILES RUN, ETC.	
Total number of miles run during the year,	28,398
Total number of passengers carried in the cars,	175,796
Total number of round trips for the year,	4,368
Number of persons regularly employed by company,	6
Rates of fare: 6 cents; 5 tickets for 25 cents.	

PROPER ADDRESS OF THE COMPANY.

WALTHAM & NEWTON STREET RAILWAY COMPANY,
WALTHAM, MASS.

NAME AND RESIDENCE OF OFFICERS.

R. E. Robbins, *President*, Boston, Mass. Henry Bond, *Treasurer and Clerk of Corporation*, Waltham, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

R. E. Robbins, Boston, Mass. George E. Allen, West Newton, Mass. J. H. Curtis, Belmont, Mass. F. Buttrick, Waltham, Mass. W. W. Clark, Waltham, Mass. H. P. Sherman, Waltham, Mass. George H. Shirley, Waltham, Mass. L. C. Lane, Waltham, Mass. Henry Bond, Waltham, Mass.

ROYAL E. ROBBINS,
LEONARD C. LANE,
HENRY BOND,
G. H. SHIRLEY,
Directors.
HENRY BOND,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

MIDDLESEX, ss. Oct. 24, 1883. Then personally appeared Royal E. Robbins, Leonard C. Lane, Henry Bond and G. H. Shirley, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

DANIEL FRENCH,
Justice of the Peace.

REPORT

OF THE

WINNISIMMET STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

[This road is leased to and operated by the Lynn & Boston Street Railway Company.]

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter,	\$75,000 00
Capital stock authorized by votes of company,	50,000 00
Capital stock paid (par value of shares, \$50),	\$50,000 00
Number of stockholders,	45
Unfunded debt, as follows:	
Unpaid dividends,	200 00
TOTAL GROSS DEBT,	200 00
Amount of cash assets, viz.:	323 35
Cash,	323 35
PERMANENT INVESTMENTS.	
TOTAL COST OF CONSTRUCTION,	\$50,000 00
EQUIPMENT.	
TOTAL AMOUNT OF PERMANENT INVESTMENTS,	\$50,000 00
Cash assets,	323 35
TOTAL PROPERTY AND ASSETS OF COMPANY,	50,323 35
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rent,	\$3,000 00
Lynn & Boston Railroad Company,	\$3,000 00
TOTAL INCOME FROM ALL SOURCES,	3,000 00
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME,	\$3,000 00
Dividends declared 6 per cent. for the year,	3,000 00
Surplus at commencement of year,	123 35
TOTAL SURPLUS Sept. 30, 1883,	123 35
General Balance Sheet, Sept. 30, 1883.	
ASSETS.	
Construction,	\$50,000 00
Cash and cash assets,	323 35
TOTAL ASSETS,	\$50,323 35
LIABILITIES.	
Capital stock,	\$50,000 00
Unfunded debt,	200 00
Surplus,	123 35
TOTAL LIABILITIES,	\$50,323 35

Copy of Profit and Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Dividends,	\$3,000 00
Balance carried forward Sept. 30, 1883,	123 35
	<hr/> \$3,123 35 <hr/>
Cr.	
By Balance Sept. 30, 1882,	\$123 35
Total income,	3,000 00
	<hr/> \$3,123 35 <hr/>
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,	1.0047+ miles.
Aggregate length of switches, sidings, etc., . . . . .	.9638+ mile.
Total length of track, measured as single track,	1.9685+ miles.
Total length of track paved (all paved).	
Weight of rail per yard, and description of rail (48 pounds per yard; street rail).	

PROPER ADDRESS OF THE COMPANY.

WINNISIMMET RAILROAD COMPANY,
13 TREMONT ROW, ROOM 2, BOSTON, MASS.

NAME AND RESIDENCE OF OFFICERS.

William R. Pearmain, *President*, Chelsea, Mass. E. Francis Oliver, *Treasurer and Clerk of the Corporation*, Boston, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

William R. Pearmain, Chelsea, Mass. Thomas P. Proctor, Boston, Mass.
Edward Russell, Boston, Mass. E. Francis Oliver, Boston, Mass. Edward
R. Cogswell, Cambridge, Mass.

WM. R. PEARMAIN,
THOS. P. PROCTOR,
E. FRANCIS OLIVER,
Directors.

E. FRANCIS OLIVER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1883. Then personally appeared William R. Pearmain and E. Francis Oliver, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WALTER WHITTLESEY.
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Nov. 7, 1883. Then personally appeared the above-named Thomas P. Proctor and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EUGENE TAPPAN,

Justice of the Peace.

REPORT

OF THE

WORCESTER STREET RAILWAY COMPANY,

FOR THE YEAR ENDING SEPTEMBER 30, 1883.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter,	\$100,000 00	
Capital stock authorized by votes of company,	40,000 00	
Capital stock paid (par value of shares, \$100),		\$40,000 00
Number of stockholders,	8	
DEBT.		
Funded debt, as follows:—		\$40,000 00
First mortgage bonds due, rate of interest		
6 per cent.,	\$20,000 00	
Second mortgage bonds due, rate of interest		
6 per cent.,	20,000 00	
Unfunded debt, as follows:		37,922 35
Mortgage notes,	\$13,000 00	
Notes payable,	12,900 00	
Accounts,	12,022 35	
TOTAL GROSS DEBT,		77,922 35
Amount of cash assets, viz.:		5,661 34
Cash,	\$3,073 25	
Supplies,	508 28	
Debit balances.	2,079 81	
NET DEBT,		72,261 01
PERMANENT INVESTMENTS.		
RAILWAY.		
Track, including timber, rails, etc., and laying,*	\$747 27	
Engineering, agencies, salaries, and other ex-		
penses during construction,	407 46	
Other railways purchased for,	79,256 24	
TOTAL COST OF CONSTRUCTION,		\$80,410 97
EQUIPMENT.		
Horses,		\$12,290 00
Cars,		14,005 38
Other articles of equipment,		3,588 10
TOTAL COST OF EQUIPMENT,		\$29,883 48

* This was amount of cost accrued in 1882, and not in report for that year.

LAND AND BUILDINGS.	
Land owned by company needed in operating road, . . .	\$25,000 00
Buildings owned by company needed in operating road, . . .	2,079 00
TOTAL COST OF LAND AND BUILDINGS, . . .	27,079 00
TOTAL AMOUNT OF PERMANENT INVESTMENTS, . . .	137,373 45
Cash assets, . . .	5,661 34
TOTAL PROPERTY AND ASSETS OF COMPANY, . . .	143,034 79
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks (number of feet, 300), . . .	\$1,154 73
New horses (number, 1), . . .	160 00
New cars (number, 2), . . .	1,861 50
Other equipment, . . .	356 50
TOTAL ADDITION TO PROPERTY, . . .	3,532 73
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company, . . .	\$64,924 23
Received from sales of manure, . . .	496 38
TOTAL INCOME FROM ALL SOURCES, . . .	\$65,420 61
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track, . . .	\$7,804 23
Repairs of cars and other vehicles, harness and horse-shoeing, . . .	6,243 44
Repairs of buildings, . . .	323 05
Renewal of horses, . . .	1,445 54
Wages and salaries of president, treasurer, superintendent and their clerks, . . .	2,477 85
Wages and salaries of all other persons employed in operating the road, . . .	18,916 42
Provender, . . .	12,155 63
Taxes, state and local, . . .	492 80
Insurance, . . .	292 50
Damages for injuries to persons and property, . . .	256 00
Office expenses, and all other expenses not included above, . . .	2,962 75
TOTAL EXPENSES OF OPERATING, . . .	\$53,370 21
NET INCOME, DIVIDENDS, ETC.	
TOTAL NET INCOME ABOVE OPERATING EXPENSES, . . .	\$12,050 40
Interest accrued during the year, . . .	3,708 48
Balance for the year, or surplus, . . .	8,341 92
Surplus at commencement of year, . . .	\$16,343 19
Add: guarantee fund,* . . .	427 33
Surplus at commencement of year as changed by aforesaid entries, . . .	16,770 52
TOTAL SURPLUS Sept. 30, 1883, . . .	25,112 44
INVENTORY OF EQUIPMENT SEPT. 30, 1883.	
Box-cars, . . .	15
Open cars, . . .	2
Horses, . . .	88
Harnesses (pairs of), . . .	28
Sleighs, . . .	5
Other articles of equipment:	
1 wagon, 1 tip-cart, 1 snow-plow, 2 buggies and one carriage.	

* This is balance of guarantee fund reported last year.

Largest number of horses owned at any time during the year,	89
Smallest number of horses owned at any time during the year,	86
Average number of horses owned during the year,	87
General Balance Sheet Sept. 30, 1883.	
ASSETS.	
Construction,	\$80,410 97
Equipment,	29,883 48
Land and buildings,	27,079 00
Cash and cash assets,	5,661 34
TOTAL ASSETS,	\$143,034 79
LIABILITIES.	
Capital stock,	\$40,000 00
Funded debt,	40,000 00
Unfunded debt,	37,922 35
Surplus,	25,112 44
TOTAL LIABILITIES,	\$143,034 79
Copy of Profit & Loss Account for the Year ending Sept. 30, 1883.	
Dr.	
To Expenses,	\$53,370 21
Interest,	3,708 48
Balance carried forward Sept. 30, 1883,	25,112 44
	\$82,191 13
Cr.	
By Balance Sept. 30, 1882,	\$16,343 19
Total income,	65,420 61
Guarantee fund,	427 33
	\$82,191 13
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings,*	5.330 miles.
Aggregate length of switches, sidings, etc.,† . . . . .	.470 mile.
Total length of track measured as single track,	5.800 miles.
Total length of track paved,	5.800 "
Weight of rail per yard, and description of rail (45 pounds).	
Description of the several lines or routes operated by the company:	
Main line from Adams Square to Webster Square (double-tracked from Lincoln Square to Franklin Square, 3,890 feet); 8 turnouts.	
Front Street line from main line at corner of Front and Main Streets to the Union Passenger Station; with 3 turnouts.	
Total length of railway measured as single track, not including sidings, etc., operated by this company,	5.80 miles.

* Addition to single track, .432 mile.

† Reduction of turnout, .055 mile.

MILES RUN, ETC.	
Total number of miles run during the year,	203,548
Total number of passengers carried in the cars,	1,344,365
Total number of round trips for the year,	42,327
Number of persons regularly employed by company, . . .	37
Rates of fare: 5 cents.	

LIST OF ACCIDENTS.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1
Employees,	-	-	-	-	-	-
Others,	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT.

Passenger standing on step of forward platform. Car ran off the track where the road was being repaired, and he was caught between the step and rail and leg bruised.

PROPER ADDRESS OF THE COMPANY.
 WORCESTER STREET RAILWAY COMPANY,
 WORCESTER, MASS.

NAME AND RESIDENCE OF OFFICERS.

Geo. H. Seeley, *President*, New York City. Henry S. Searls, *Superintendent*, *Treasurer*, and *Clerk of Corporation*, Worcester, Mass.

NAME AND RESIDENCE OF DIRECTORS LAST ELECTED.

George H. Seeley, New York City. Nathan Seeley, New York City. R. McAleer, Worcester, Mass. Henry S. Searls, Worcester, Mass. Augustus Seeley, London, Eng.

GEO. H. SEELEY,
Director.

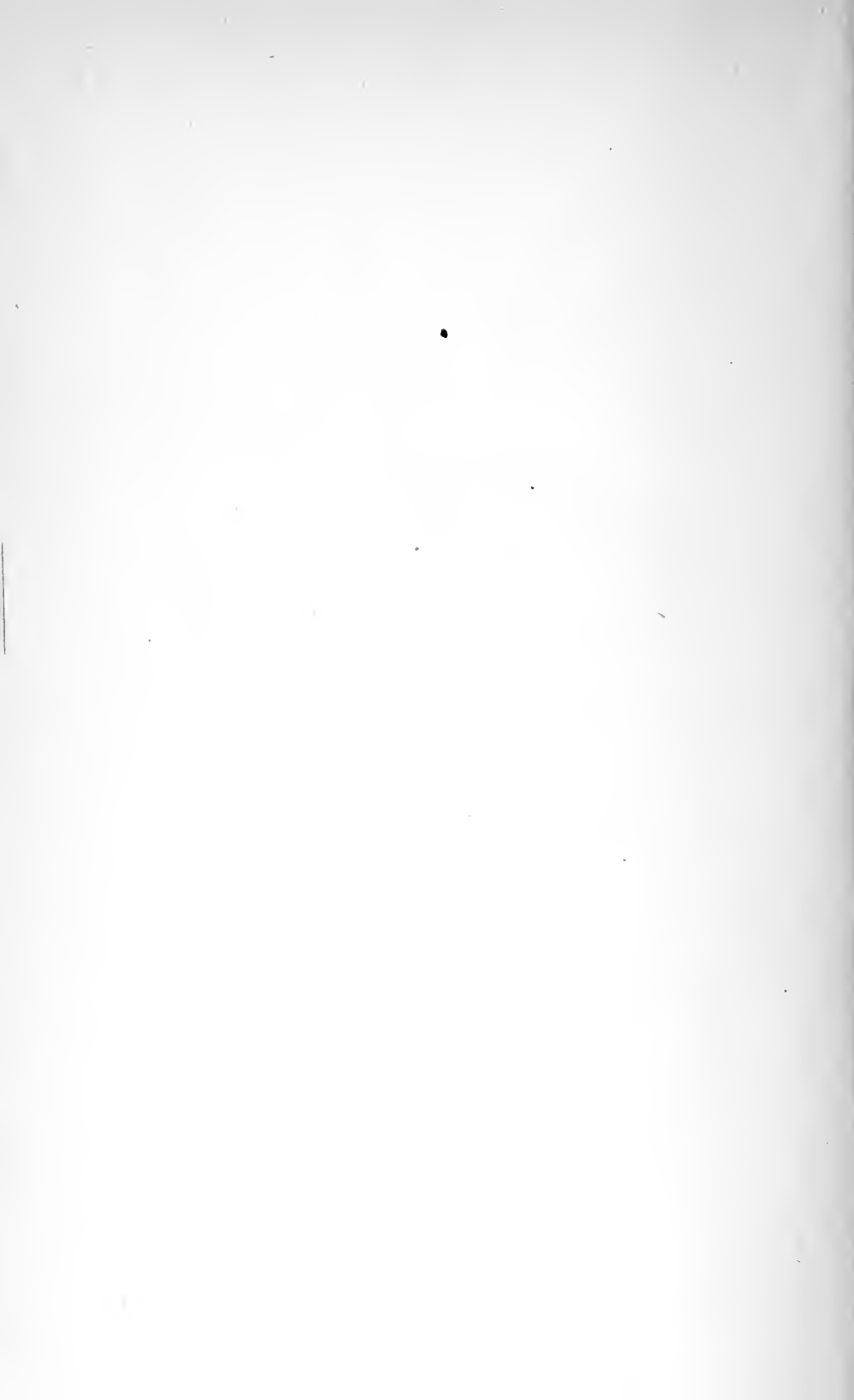
HENRY S. SEARLS,
Treasurer and Superintendent.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER, ss. Oct. 20, 1883. Then personally appeared the above named George H. Seeley and Henry S. Searls, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

S. B. I. GODDARD,
Justice of the Peace.

LEASES.



LEASE.

WILTON RAILROAD COMPANY TO BOSTON & LOWELL RAILROAD CORPORATION FOR NINETY-NINE YEARS, FROM OCTOBER 1, 1883.

THIS indenture, made this first day of February, A.D. 1884, by and between the Wilton Railroad Company, a corporation established by the laws of the State of New Hampshire, as first party, and the Boston & Lowell Railroad Corporation, a corporation established by the laws of the Commonwealth of Massachusetts, as second party, *witnesseth*, —

That whereas said first party is possessed of a railroad extending from the line of the Nashua & Lowell Railroad in the city of Nashua, Hillsborough County, State of New Hampshire, to the line of the Peterborough Railroad in the town of Wilton, county and state aforesaid; and whereas said first party has agreed to grant, and said second party has agreed to take and accept, a lease of said railroad, and other property belonging to said first party, upon the terms and conditions hereinafter set forth;

Now, therefore, said first party, in consideration of the rent, covenants and agreements hereinafter mentioned, to be paid, kept and performed by said second party, has granted leased and demised, and does hereby grant, lease and demise unto said second party its railroad extending as aforesaid, together with all the lands, stations and buildings owned, used or occupied by said first party, or by others holding under said first party, and all fixtures and appurtenances thereto belonging, and all the right, title and easement of said first party in and to the lands lying within its location, with full right and authority to said second party to hold and use said rights, easements and privileges as fully as said first party might or could if these presents had not been executed:

To have and to hold the same to said second party for and during the term of ninety-nine years from and after the first day of October, A.D. 1883, said second party yielding and paying unto said first party the rent hereinafter mentioned, and keeping and performing all the covenants and agreements of said second party hereinafter contained; but nothing herein contained is intended to operate to the prejudice of, or to qualify in any way the rights of said first party conferred by its charter, or to curtail any powers or franchises of said first party, or prevent the exercise thereof in such manner as may be necessary for the protection of the interests of its stockholders.

And said second party hereby covenants and agrees with said first party that it will pay to said first party as rent the sum of eight thousand four hundred dollars semi-annually, upon the first days of April and October in each year during the term of this agreement, the first payment of said rent to be made on the first day of April, A.D. 1884 (or such sum as may on the day on which said payment becomes due be equal to three and one-half per cent. upon the then existing capital stock of said Wilton Railroad), and it is hereby agreed that the present capital stock of said Wilton Railroad shall for all purposes of this agreement be assumed to be two hundred and forty thousand dollars; and said second party hereby covenants and agrees with said first party that it will pay all public taxes, assessments and charges whatsoever that shall be placed upon said first party on account of its property, franchise or capital stock.

Said second party further covenants and agrees that it will, during the term of this agreement, operate said railroad of the first party, fulfilling all the duties and liabilities of said first party in relation thereto, in the same manner as if said railroad remained in the possession and control of said first party; that it will protect and save harmless

said first party against all claims for injury to persons or property during said term, by reason of any want of repair of said railroad or appurtenances, or casualties, or want of care and skill in the management of the same, or by reason of negligence or defects therein; that it will comply in all respects with the requirements of law in the same manner as if said second party was itself the proprietor of said railroad, and will not subject said first party to any penalty of forfeiture for violation of law in any respect, and that at the expiration of said lease, or earlier termination thereof by consent of said first party or otherwise, it will return the railroad and other property of said first party in as good order and condition as the same now is, without diminution or depreciation in any respect.

Said first party covenants and agrees with said second party that it will, during the continuance of this agreement, upon request of said second party, take and execute such contracts of lease or otherwise with connecting railroads as may be agreed upon or desired by said second party, said second party in such case assuming all responsibility for the performance of such new leases or contracts, and indemnifying said first party against all liability on account thereof.

Said first party covenants and agrees that it will keep up and preserve its organization during said term, and will perform all acts necessary or proper to enable said second party to enjoy the full benefit of all the provisions of this agreement, and said second party agrees to pay to said first party for the purpose of preserving its organization as aforesaid the sum of seventy-five dollars semi-annually on the first days of April and October in each year during the continuance of this agreement, and agrees further to issue from year to year passes to the directors, not exceeding five (5) in number, and to the treasurer and clerk of said first party, good upon the Boston & Lowell Railroad and leased lines.

Said second party shall have the right to make such additions and improvements upon the property of said first party as may seem to said second party necessary, and said additions and improvements shall be paid for by said first party at the full value or cost thereof, at such times as said second party may request in writing, to said second party in the capital stock of said first party at its par value; said second party to present to said first party a detailed statement of the amount expended by it in such additions or improvements with the request for payment.

Said second party covenants and agrees that it will not assign or underlet the premises hereby demised, or part with the possession thereof, except with the written consent of said first party, and that it will not suffer said railroad of said first party to get out of repair or become depreciated or diminished in value, except by the ordinary wear and use thereof.

Said second party further covenants and agrees that in case of breach of any of its covenants herein contained, or in case that the estate hereby created and vested in said second party shall be taken from it by legal proceedings of any kind, or in case of default of payment of the rent above mentioned, if the same or any part thereof shall remain unpaid for a period of thirty days after becoming due and payable, and after demand in writing made therefor, then said first party may enter upon and take full possession of the premises hereby demised, and remove said lessee and all persons claiming under it from said premises, and thereby determine the estate hereby granted, using whatever force may be necessary for that purpose; and said second party agrees that it will not, in such event, hinder or prevent the entry of said first party to recover the possession of said demised premises as of its former estate.

Said first party covenants and agrees that it will not increase its capital stock or incur any indebtedness beyond the sum of two hundred and forty thousand dollars, specified in this agreement as the total amount of capital outstanding on the date hereof, without the written consent of said second party.

All matters of disagreement under this contract shall be referred to the arbitration of three persons, one to be chosen by the directors of the Wilton Railroad Company, one by the directors of the Boston & Lowell Railroad Corporation, these two to choose a third, the decision of a majority of whom shall in all cases be final and conclusive.

It is further mutually agreed that as between the parties hereto, this contract shall be a substitute for the existing lease during the continuance of the same of said Wilton Railroad Company to the Nashua & Lowell Railroad Corporation, dated May 6, 1872, which expires April 1, 1893, and that up to said April 1, 1893, the performance of the conditions of this contract shall operate and be accepted by said Wilton Railroad Company, as the full performance of all the conditions and provisions of said existing lease dated May 6, 1872, as aforesaid: but as between the parties to said last-named lease the same shall remain in full legal force, neither affected nor controlled by the execution or provisions of this agreement, except so far as said Nashua & Lowell Railroad Corporation and the Boston & Lowell Railroad Corporation as its lessee, are thereby discharged from all liability to pay the rental to said Wilton Railroad Company, provided for in said lease, so long as the stipulations of this contract are performed as herein set forth.

In testimony whereof said Wilton Railroad Company, by its committee thereto duly authorized, and said Boston & Lowell Railroad Corporation, by its president thereto duly authorized, have hereunto affixed their corporate names and seals the day and year first above mentioned.

Executed by W. R. R., in presence of

G. A. RAMSDELL,
HARVEY A. WHITING.

SOLOMON SPALDING,
WILLIAM RAMSDELL,
JOHN A. SPALDING,
Committee.

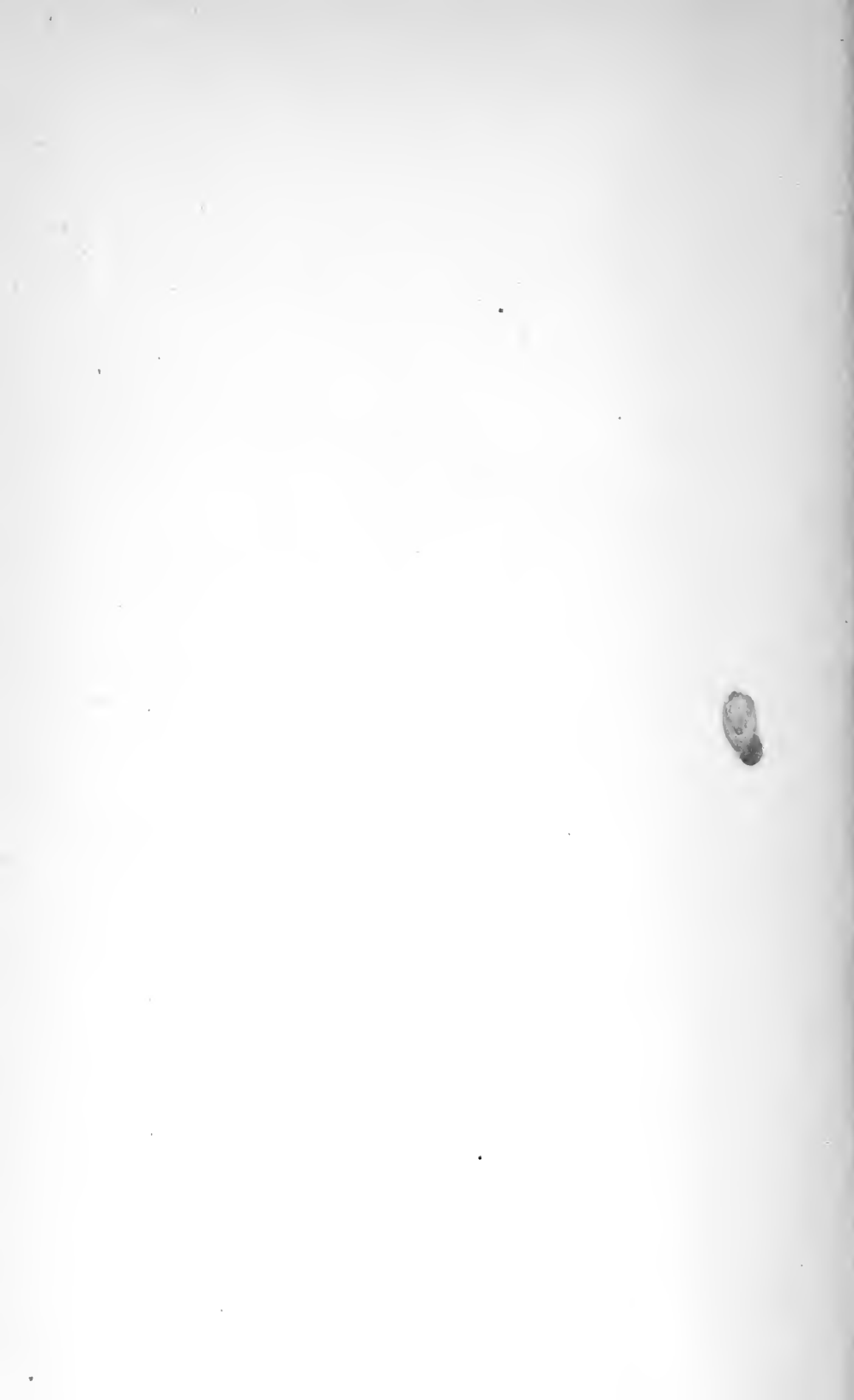
{ Seal
of
Wilton R. R.
Co. }

THE BOSTON & LOWELL RAILROAD CORPORATION,

By J. G. ABBOTT, *President.*

Witness, C. S. MELLEN.

{ Seal
of
B. & L. R. R.
Corp'n. }



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